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BALTIMORE, APRIL 26, 1895.

THE Grafton (W. Va.) Board of Trade, of which E. T. Moreland is president, is alive to the advantages of industries, and is making an energetic effort to attract investors to the city. Already two have been secured, and the board is negotiating with several others.

ADVICES from Birmingham show a considerable improvement in the iron market, with an advance of from twenty-five to forty cents a ton in prices now being secured over the selling prices of a few weeks ago. The Tennessee Coal, Iron & Railroad Co. has orders booked for 250,000 tons, which is equal to about four months' production of all the furnaces that that company now has in operation.

THE commission appointed by the President under authority of Congress to investigate the feasibility of the Nicaraguan Canal will probably start for Nicaragua very shortly. It is understood that the cruiser Montgomery will take the committee from Mobile to Greytown, remaining in that locality until the investigation has been completed. Under the law passed creating this commission it is compelled to report its findings and conclusions to the President not later than November 1.

Southern Railroad Co. Aiding Good Roads Movement.

Some months ago the MANUFACTURERS' RECORD commented upon the interest which the Southern Railway Co. has been displaying in regard to good roads in the South. The co-operation of this company in the work of securing good roads is of the greatest importance, and it is gratifying to know, as reported in the Richmond Times, that the company has made a subscription of \$500 to the Virginia Good Roads Association. If the Southern Railway Co. will use its influence to educate Southern people to the value of good roads and help to bring about a universal effort in securing them, it will do a great work for the South and deserve the hearty commendation of Southern people.

The Baltimore Exposition.

The Baltimore Centennial Association has asked of the city an appropriation of \$500,000 in the way of a subscription to that amount of its stock in order to aid in carrying out the exposition company's plans on the broad scale contemplated. The MANUFACTURERS' RECORD believes that the city of Baltimore could scarcely make a wiser investment than this. The value of this exposition, if broadly and wisely managed, can hardly be overstated. It would necessarily bring about an entire change in the general business conditions of this city, creating greater activity, attracting the world's attention to Baltimore and its advantages, and largely aiding in the material development of the South, thus more closely identifying Baltimore with the growth and progress of that section. This is a supreme opportunity in the history of the city—an opportunity which, if not availed of, may not for many years again be presented. It is, indeed, doubtful if the conditions would ever again be so favorable for such an exposition and for receiving from it benefits such as would inevitably accrue from this. The world-wide interest that is being awakened in regard to the South makes Baltimore the rightful place for an exposition of Southern resources and advantages, and 1897 a rightful time for securing the greatest results. Located, as Baltimore is, on the dividing line between the North and South, the gateway to the mighty empire stretching from West Virginia to Texas, it is in the power of this city to be of enormous value to the entire South by holding such an exposition as this, in which the North and South would unite, and in advancing the progress of the South, to marvelously stimulate its own prosperity. An appropriation of \$500,000 by the city would be a very small investment for the good that would be done. Moreover, this money would be a good investment, since it would be expended in the erection of permanent buildings and the improvement of Clifton Park, all of which would become city property. The increased street-car travel by reason of the exposition would be so great that the 9 per cent. of gross receipts from the street railways which the city collects would of itself go a long way towards making up the amount asked for. The MANUFACTURERS' RECORD believes that this appropriation should be promptly voted by the city council.

Why Georgia Succeeds.

Relative to the Georgia colony referred to elsewhere in the MANUFACTURERS' RECORD, a correspondent at Birmingham, Ala., writes that Mr. P. H. Fitzgerald, who was instrumental in locating it, did not examine the advantages and resources of Alabama

for colonization purposes as closely as the Alabama people desired. There is no doubt that Alabama has lands of a high grade of fertility, and we believe no one would question the fact that it is on a par with any of the other Southern States in point of agricultural advantages, but Alabama has failed to do as much "hustling" as Georgia in attracting the world's attention; hence Georgia gets the people.

Georgia's Great Peach Crop.

Mr. J. H. Hale, of South Glastonbury, Conn., president of the Hale Orchard Co., Fort Valley, Ga., in a letter to the MANUFACTURERS' RECORD, says:

I am on my way to Fort Valley to spend a day or two to plan for the coming fruit crop, which I estimate in our orchard alone to be 100,000 bushels, while fully 500,000 bushels will be produced in and around Fort Valley. A Michigan firm will establish a cannery there. Mr. E. G. Grey, of the Exchange Bank, goes to Baltimore next week to buy machinery for another cannery factory to be established by Grey Bros. If I can find a really first class man to run it, I shall establish our own cannery to can all the No. 1 peaches of our orchard, shipping only the extras to market. Two or three thousand extra hands will find work in the Fort Valley orchards during June and July. The fruit is growing rapidly, with no sign of insects or disease of any kind.

Unfortunate Mistake.

The attention of the MANUFACTURERS' RECORD has been called to certain Tennessee statutes which are causing considerable embarrassment to outside corporations doing business in that State, and which may result in preventing the investment of much capital in future in its enterprises. An act was passed in 1877 providing that it should be unlawful for foreign corporations to organize for mining and manufacturing purposes, to do business or to own property without first filing a certified copy of its charter with the secretary of state and abstracts in the several counties where it intended operating. In 1891 this act was extended to embrace all foreign corporations, but, it is claimed, that in indexing the amended law no reference was made to the amended portion; consequently a large number of corporations transacted business without filing charters as specified, not knowing that they were violating the law. A case has been decided by the Supreme Court, however, in which it held that contracts made by foreign corporations since the amendment of the law are null and void where they have not filed charter as per terms of the amendment. As a result many corporations are liable to lose a majority of the investments they have made in Tennessee property between the time of the passage of the amendment and of the Supreme Court's decision, unless corrected by remedial legislation. It would hardly seem necessary to say that for its own honor, as well as for policy sake, Tennessee must enact such

legislation as the circumstances demand in order to right this matter. Self-interest alone would require this, and the MANUFACTURERS' RECORD feels certain that it will be done.

A Stupid Piece of Business.

Because the Seaboard Air Line recently found it necessary to drop one or two of its old employes and put in new men, a few North Carolina papers sought to create the impression that the officials of this company intended to supplant its present employes by as many Western men as possible. A great cry was raised, as though the railroad company was simply in business for philanthropic purposes, and hence must retain all of its old men, regardless of efficiency or of their value to the road. It is difficult to conceive of much greater stupidity than one or two of the papers were guilty of in the discussion of this matter. A great many Southern railroads have seriously suffered because of carrying on their pay-rolls many inefficient men, when they should have been dropped and their places filled with first-class railroad people, regardless of whether they came from the South, the West, the North or the East. It is efficiency, and not the place of birth, that must decide the value of any man to any corporation in the South, whether it be a railroad, a cotton mill, a furnace or anything else. The time has come to stop the foolishness of which these North Carolina papers were guilty in their efforts to create a feeling against the road simply because of a report that a few Western men were going to be employed. Even had the report been wholly true, which subsequent investigation showed was not the case, their criticisms would have been absolutely unjustifiable. The MANUFACTURERS' RECORD believes that the coming to Southern railroad work of such men as Mr. Baldwin, vice-president of the Southern Railway Co., and Mr. St. John, vice-president of the Seaboard Air Line, is one of the best possible things that could happen for the South. If such officials find that there is need for dropping inefficient men and putting in others, regardless of where they come from, providing only that they are the right men for the places, they should receive the heartiest encouragement from every newspaper and every man in the South who has at heart the best interests of this section.

Mr. F. B. NICHOLS, of the Howard-Harrison Iron Co., Bessemer, Ala., has started for Japan in order to personally investigate the opportunity for securing some large orders for iron pipe.

THE Savannah (Ga.) Board of Trade has elected Charles W. Saussy superintendent and selected standing committees for the coming year.

GREAT IMMIGRATION MOVEMENT.

Land Selected in Georgia for 10,000 Western Families—The Result of State Enterprise.

Ex-Governor W. J. Northen, of Georgia, manager of the Immigration and Investment Bureau of that State, informs the MANUFACTURERS' RECORD that he has succeeded in inducing a colony, which will aggregate about 40,000 people, to decide to locate in South Georgia. Governor Northen's success is the result of negotiations lasting several months, and the locality was decided upon only after a committee had carefully examined the property and the general conditions in Georgia.

The settlers will come principally from the States north of the Ohio river and the Northwest. They have been organized into an association by P. H. Fitzgerald, of Indianapolis, Ind., and, while a large number of soldiers of the late war are members, civilians of many callings have joined the movement, embracing professional men, merchants, clerks, mechanics and farmers. It is announced that only a reputable class of people are included in it. The property to be purchased will be from the territory comprised in Montgomery and Wilcox counties, on the line of the Savannah, Americus & Montgomery Railroad. One tract of land approved consists of 116,000 acres, and the other of about 100,000 acres. The Montgomery site is about 100 miles directly west of Savannah and 140 miles southeast of Atlanta, while the Wilcox tract is forty miles west of the Montgomery land, which is located near Mount Vernon, the county-seat. The land is in the vicinity of the famous Georgia fruit belt, and is in what is termed the wire-grass section. Many Northern people have come to this part of the State, and have demonstrated by their success that large crops of grain and vegetables can be raised, while the principle tree and bush fruits grow in abundance, as shown by the many farms and orchards along the line of the Georgia Southern & Florida Railroad.

One of the tracts referred to will be secured immediately. The colony will reserve 1000 acres about the centre for a city, and June 1 they will begin the division of the lands by survey into city lots and farms. The farm lands nearest the city will be divided into five-acre lots, the next adjacent will contain ten acres, thus gradually increasing until the 100-acre farm is reached. The financial plan consists of a stock company, and subscriptions of \$10 per share will be closed as soon as the capital stock reaches \$500,000. The members of the colony will be located by drawing under the most approved methods. Inferior city lots and inferior or objectionable farms will be thrown out of the drawing and be made a part of the common stock. Such lots and farms will be reserved for advance in value after improvements of lots and farms sold. The sale of these properties at advanced prices will make the returns to come from the investment. No man is allowed to take more than ten shares of stock, or \$100 worth, and members will begin settlement about September 1.

Governor Northen states that already over \$400,000 worth of the capital stock has been taken. In his letter to the MANUFACTURERS' RECORD he writes as follows:

"The latter part of March I induced Mr. Fitzgerald to come to the State and look over properties upon which I had secured options and report to his people upon general conditions in Georgia. When he returned to Indianapolis he gave an elaborate account of what he had seen and what is possible in this State. He then asked the membership to vote by postal card upon the selection for location. Up to date of his last issue the vote recorded was 7000 for Georgia and seventy-five for some one of the other Southern States. The vote was so overwhelmingly in favor of this State

that Mr. Fitzgerald, in order to have his statements confirmed, appointed a committee consisting Dr. Denniston, Indiana; Mr. Welsh, Kansas; Mr. Winass, Michigan; Mr. Miller, Nebraska, and Mr. Dinger, Illinois, who visited Georgia and decided on the locality indicated."

This is by far the greatest colonization movement started since the South began to attract the attention of investors and home-seekers. By it 10,000 heads of families will be located in Georgia. Its importance as a factor in Southern development cannot now be estimated, as when the movement begins it will attract attention to the South from investors and prospectors from all parts of the country.

Governor Northen is to be congratulated upon his signal success. What he has done should stimulate every Southern State to renewed efforts in the same direction. Georgia's success is simply due to the fact that it has advertised itself a hundred-fold more freely than any other Southern State. The vote of 7000 people in Georgia's favor is but an endorsement of Georgia's position before the world, because of the world's acquaintanceship with the State through its persistent advertising work.

Two More Large Colonies.

In addition to the South Georgia settlement above described, two more large colonies, which in all will take up nearly 70,000 acres of Southern lands, have been organized. One of these is the Pennsylvania colony, which has purchased 15,000 acres in Twiggs county, on the Ocmulgee river, about twenty-five miles from Macon. This sale was made also through Governor Northen, who confirms it in a telegram to the MANUFACTURERS' RECORD.

What is known as the Home Colonization Co., of Redfield, South Dakota, advises the MANUFACTURERS' RECORD that it has arranged to place about 5000 families from the Dakotas on 50,000 acres of land lying along the St. Louis, Iron Mountain & Southern Railroad in Hempstead county, Ark., where they will engage not only in farming, but in stock-raising on an extensive scale, as much of the territory is especially adapted to that purpose. This company reports that a great many people in the Northwest are preparing to move South.

FIGURES WORTH STUDYING.

Over \$100,000,000 the South Spends Yearly Which Should be Kept at Home.

Previous articles in the MANUFACTURERS' RECORD have made its readers conversant with the heavy annual drain upon the South for Western corn and bacon. In order to emphasize the statements lately made as to the magnitude of this business, we present some figures in detail. Most of this money, spent for articles the bulk of which could have been produced at home, has been paid Western and Northwestern provision and grain dealers. This traffic has constituted a very large freight business for railroads leading South from points north of the Ohio and west of the Mississippi rivers. It has been such a source of profit to the West, especially to the meat packers, that the head of the Armour Packing Co., one of the most extensive concerns of the kind in the world, lately stated that the business of the South is worth to him double that of Europe.

In order to obtain the most reliable data possible on this subject the MANUFACTURERS' RECORD has collected statistics secured from ten different distributing points for Western and Northern meat, fodder and breadstuffs. From these official reports has been compiled the following table. Under the head of meat is included lard; stock-feed includes oats, hay, etc., and breadstuffs include flour, wheat, corn and meal. The amounts represent the sum paid West-

ern and Northern dealers during the year 1894, the articles either being sold in the place named or in the section adjacent to it. The table appended shows the amount of Western stuff handled at these points:

	Meats	Stock-feed.	Breadstuffs.
Griffin, Ga.	\$50,000	\$15,000	\$25,000
Norfolk, Va.	1,843,750	330,000	1,400,000
Danville, Va.	500,000	450,000	300,000
Nashville, Tenn.	790,500	502,000	162,000
Austin, Texas.	200,000	35,000	150,000
Memphis, Tenn.	3,243,973	1,700,000	2,988,000
Mobile, Ala.	600,000	964,000	364,000
Montgomery, Ala.	1,125,000	600,000	500,000
Anniston, Ala.	255,000	100,000	350,000
Little Rock, Ark.	320,000	120,000	736,000
Total (ten cities).	\$8,928,223	\$4,816,000	\$6,975,000
Grand total for group.			20,719,223

It is notable that all of the points selected are in sections where the soil and climate are suitable for raising most, if not all, of the grain and grass crops purchased, also for stock-raising purposes. The country in the vicinity of Montgomery, Ala., is noted for the diversity of cereals and vegetables which can be raised, while abundant forage, such as cow peas and grasses, is to be produced at a small cost to the cultivator. Tennessee is specially adapted for grazing in many of its counties, while the success of vegetable and grain growers has given the State a wide reputation. In spite of these facts, however, we find its two principal cities handling in one year \$9,386,473 worth of Western foodstuffs which could have been produced at home.

To go into details of the shipments made, it may be stated that the receipts of merchandise consigned to Memphis from the North and West in 1894 included 9,954,484 pounds of bacon, 2,592,000 bushels of corn, 108,277 sacks of bran, 413,526 barrels of flour (although Tennessee is famous for its flouring mills), 681,200 bales of hay, 6,286,383 pounds of lard, 87,000 barrels of meal, about 2,000,000 bushels of oats, over 24,000,000 pounds, or 12,000 tons, of ribs and sides, besides the bacon, and 9,489,581 pounds of Western fresh beef. The receipts of salted meat, pork and lard at Norfolk for domestic use during the years 1888 to 1893, inclusive, were as follows:

	Pounds.	Value.
Meats.	*116,752,743	\$9,049,339
Pork.	12,744,600	860,261
Lard.	15,000,000	1,100,000
Total value.		\$11,009,600

*Included 1261 solid carloads and 123,632 barrels Or nearly \$2,000,000 yearly.

During 1894 Nashville merchants bought 1425 carloads of Western corn and oats, 16,000 tons of hay, 54,000 barrels of flour and over 10,000,000 pounds of meat, of which 7,500,000 pounds was of bacon alone. Every dollar's worth of these goods came from the West.

Besides the group of distributing points selected there are many others where the sales of outside products are as great proportionately. Among them are New Orleans with 250,000 population, Richmond, Lynchburg, Petersburg and Staunton in Virginia; Raleigh, Winston-Salem, Wilmington, Charlotte in North Carolina; Columbia, Charleston, Greenville, Sumter, Spartanburg in South Carolina; Savannah, Atlanta, Augusta, Columbus, Macon in Georgia; Jacksonville, Pensacola, St. Augustine and Tampa in Florida; Birmingham and Anniston in Alabama; Chattanooga and Knoxville in Tennessee; Baton Rouge, Vicksburg and Shreveport in Louisiana, and Galveston, Fort Worth, Houston, Dallas, Waco and San Antonio in Texas, etc. Selecting merely these cities, and omitting fully 100 smaller towns in the South where Western meats, provisions and grain are handled more or less, we have thirty-six more important centres of distribution. If the ten first mentioned purchase over \$20,000,000 worth yearly, the most conservative estimate will place the total provision and feed bill of the South paid to the West at over \$100,000,000 annually.

Some Suggestions About Cotton-Mill Machinery.

LOWELL, MASS., April 15.

Editor Manufacturers' Record:

During the past twenty years the textile industries of the Southern States have gradually increased until at the present time the Southern mills have become quite a competitor in the production of coarse grades of goods. To a very large extent the yarns spun are the production of single carding. The kind of card in general use has been the Foss & Pevey underflat card, more than 10,000 having been built specially for the Southern mills.

There is among the manufacturers of the South a general impression that a higher grade of goods will be required in order to hold the market. This being the case, the question for them to settle is what will be the best methods for them to adopt in order to secure the best results. What can be done to improve the machinery now running? If improvements are to be made, to what extent shall they be carried?

The writer feels quite safe in assuming that in the carding departments of Southern mills the cards are clothed with sheet clothing and running at a low rate of speed as compared with new and improved cards clothed with fillets. Now this is just the point that very many Southern millmen are trying to decide. Only quite recently a treasurer of a set of Southern mills wrote me in regard to card clothing. He stated in his letter that they desired to not only improve their grade of carding, but to secure a larger product, and desired to know what grade of card fillets to use and how to apply it.

Now it would seem from this that the Southern manufacturer is anxious to improve his system of carding. In very many instances the cards turning off work can be improved to a certain extent with a profit to the manufacturer on the amount expended. Where sheet clothing that has been in use for several years is removed, and a first-class grade of fillets with tempered steel wire replaces it, there is at once an improvement seen in the work delivered.

As previously stated, the Southern mills have been equipped with single carding for ordinary grades of yarn. Now there are two points that present themselves for discussion. The first is, how far ought the owners of Southern mills go in the line of improving their old machinery, and second, what kind of machinery should be placed in the new mills soon to be erected in the Southern States.

In regard to improving old machinery in Southern mills, I see no better way than for the management of those mills to do what the Northern manufacturer has been doing for some time past, and that is to give the machinery a thorough overhauling. Now this may seem a waste of time and money, but the real fact of the case is, the improvements made in old machinery in very many of the Northern mills has very materially improved the work as well as increased the production. Now, if it pays the owners of New England mills to improve their old machines that they feel justified in running for a series of years, certainly it ought to pay the owners of Southern mills to repair and improve their carding, spinning, etc.

I am quite sure that the suggestion just presented is of value and ought to be carefully considered by every mill-owner in the South. Here, for instance, is a mill substantially built, with well-equipped power and shafting, with machinery in fairly good condition. The floor space is well covered, and everything about the mill indicates economy on the part of the management. Now, then, will it not be advisable to make certain radical improvements in repairing the machinery, thus enhancing the value of the product. It will pay to keep the carding department in

first-class condition, as well as giving close attention to the spinning in the way of new bolsters, rings and spindles. Such a procedure would place the mill on a good foundation, with a working basis for several years, at an expense of a few thousand dollars.

In the erection of new mills in the Southern States no expense will be spared, not only in erecting these new mills, but the machinery placed in them will be from the latest improved patterns. The reason for this is obvious when we take into consideration the fact that the Southern trade will come in competition with the Northern manufacturer. A finer grade of goods will require care in the several processes. A high grade of machinery is now considered essential for the production of a superior grade of goods.

Now, so far as the help employed in the Southern mills is concerned, the writer will speak advisedly. It is safe to assume that the help in our Southern mills are competent to perform the duties assigned them in the several departments on the grade of goods manufactured, but what will be the result as new and complicated machinery is placed in the mills soon to be erected. As the improved methods of manufacturing are introduced into the Southern mills a more intelligent class of help will need to be employed. It is quite useless to argue that the mills of the South are run with help as expert in manufacturing or manipulating the work through the several processes as are those in our Northern mills. Our diversified industries in our New England cotton mills have gradually enlarged their environments to such an extent that we find a line of yarns spun from No. 7s up to 200s. These several grades of yarns are being converted into a superior grade of goods; especially is this noticeable in the finer grades of yarns that are woven into fancy dress goods and muslins.

Now these high-graded industries have not been secured in a day, but it has taken years of persistent effort on the part of our manufacturers to bring this about. New machinery at great expense has been placed in the mills of the North. Help have been instructed to run this machinery in the several departments. Now this has required time, but there is no question but what the natural tact and ability of the help in the South can in time, as they become familiar with the new machinery, become experts.

There are many points of interest in connection with new machinery that ought to be discussed. In the carding and spinning departments alone there are a multiplicity of points of practical interest to the Southern manufacturer that would be well for him to consider. One of the essential points in the manufacture of strong even yarn is the condition of the carding. In fact, this is the foundation of good or bad work, as the case may be. A poor grade of carding never will make a good grade of work. It is evident that the revolving flat card will be a very important factor in the mills of the South. Now, then, how shall this card be clothed to secure the best results; what grade of card wire shall be utilized, and how many points to the square inch; how shall the metallic roll, that is now taking such prominence, be adjusted, and what weight applied, are points that every millman should be conversant with.

THE manufacturers of Chattanooga have formed an organization for mutual benefit to be called the Manufacturers' Club. The following named officers have been elected: President, C. D. Mitchell; vice-president, H. H. Hedden; treasurer, J. T. Lupton; secretary, Geo. W. Ochs; directors, R. W. Healey, H. Clay Evans, W. A. Campbell.

Mr. GEO. H. GILMER has been elected president of the Lynchburg (Va.) Board of Trade.

The Southern and Southern Pacific Railroads—Rumored Proposed Combination of These Gigantic Systems.

A dispatch from Cincinnati, Ohio, states that the principal reason why the Southern Railway Co. is making such strenuous efforts to secure the Queen & Crescent system is to give it a link which will connect it with the Southern Pacific system at New Orleans, and that a combination of the Southern and Southern Pacific is proposed, which would make a transcontinental line from the Pacific coast to Washington, D. C., with an Atlantic terminal by way of the Chesapeake & Ohio at Newport News.

It is difficult to comprehend the magnitude of this suggested combination, but the MANUFACTURERS' RECORD has reasons for believing that there may possibly be some truth in it, and has had information from other sources indicating a possible combination or close alliance between the Southern and Southern Pacific railroads. At present there is no direct connection between railways in the South, east and west of the Mississippi river, except by traffic agreements. The route from the North by way of the South Atlantic and Gulf States to California is constantly growing in favor with tourists, as is shown by the passenger business over the Southern Pacific during the season just closed. But such a line would also secure most of the traffic from Mexico through Mr. C. P. Huntington's road in that country, while its effect would undoubtedly be to develop Newport News into one of the greatest seaports of the country. Friends of Mr. Huntington well know that he has always believed the Virginia city would have a great future, on account of its fine harbor and other advantages. As he is interested in the Southern Pacific, and the Vanderbilts and Morgans control the Chesapeake & Ohio and Southern, it is easy to see how well the combination could be made. The only link needed to make up the route is the portion of the Queen & Crescent system between New Orleans and Meridian, Miss. It is generally known that a complete line from the Atlantic to the Pacific has been one of the ambitions of Mr. Huntington's life, and the value of such a system, according to his views, has been repeatedly pointed out by him in letters to the MANUFACTURERS' RECORD. As improbable as this will doubtless seem, it is not more so than many other great combinations of late years.

AN ENGLISH VIEW.

Directors' Report to the Shareholders of the Middlesborough Town & Lands Company.

The first annual report of the Middlesborough Town & Lands Co., Limited, covering the period from 23d November, 1892, to 31st December last, states that effect has been given to the recommendations of the committee of shareholders of the old company, and, with the exception of about £6500, the liabilities to which the directors succeeded have been disposed of. It is hoped that the remaining liabilities will be disposed of upon equally satisfactory terms. The reduction in the taxation of the company's property is very satisfactory. The assessment for city taxes for 1893 was \$1,198.855, and for 1894 \$476,760, and for the current year is \$231,340. The city taxes for 1893 amounted to \$16,784, and for 1894, at the rate of \$1.25, as against \$1.40 for the previous year, to \$5581. The State and county taxes for 1893 were \$7296, and for 1894 \$4758, and for 1895 are estimated not to exceed \$3500. In the circular of 2d October last the directors informed the shareholders of the intention of the Watts Syndicate to manufacture an experimental parcel of steel. One of the seven furnaces was put into blast for this purpose

on the 10th of December, and the manager reports that the steel made was of a very high grade, and that it can be manufactured at a price having a substantial margin for profit. It is satisfactory to observe that the best results were obtained when the highest percentage of Middlesborough iron was used in the steel furnace, and it is believed that the very encouraging results thus obtained will lead to the early restarting and permanent working of the entire plant at an early date, arrangements for which are now in progress. The appeal of Mr. Livermore's case has been set for hearing, but it is not expected to be reached till October. The directors are advised that there is no probability that the decision given in the company's favor will be varied. The long-pending negotiations for leasing the South Boston Iron Works were much retarded through the general depression prevailing in the iron industries of America. The late superintendent, however, is at the present time actively engaged in organizing a company with American capital to lease the property for a period of years, and as evidence of his faith in the undertaking he has recently relinquished his engagement with the South Boston Iron Works Co.—which had about eighteen months to run, with a salary at the rate of \$4500 a year—for the purpose of devoting all his time to the accomplishment of this object, for which work his remuneration depends entirely on the successful organization of a new company. By the settlement one of the contingent liabilities of the old company, machinery to the value of about \$15,000, and originally intended for these works, has been recovered, removed to Middlesborough and placed in the building. No adequate offer for renting the hotel has so far been received; the property is still in charge of a care-taker, and its future must be regarded as mainly depending upon the general revival of business in the town. The company has acquired for £2000 an interest of one-fifth in the reconstructed water-works undertaking. The directors are gratified to state that the water company is now earning sufficient to pay working expenses, which have been considerably reduced under the new management, and rates are being more rapidly paid. The electric light company has lately shown some improvement in revenue, and there have been further reductions in expenses, and the loss in working has now been converted into small profits. It is believed that the company would, with the Watts and South Boston plants in operation, be able to pay regular and increasing dividends. The working expenses of the street railway have been cut down, and the remarks made regarding the future of the electric-light company equally apply in this case. Whilst the value of the parent company's land for the purpose of taxation has been considerably reduced, there appears to be no reason for making any reduction in the value attached to this asset by the committee of investigation at the time of the reconstruction in 1893. It has since that date been ascertained that about 150 acres contain excellent coal, which is at present being worked by lessees of the company at a small rental, and there can be no doubt that with increased demand, these deposits will turn out to be very valuable. Some of the assets, as shown in the balance-sheet, have been considerably written down. This must be regarded as a precautionary measure, and not in any way as showing a want of confidence by the directors as to their ultimate value, which is, of course, dependent upon the future of the town. The board is pleased to announce that the final call of 1s. per share has been promptly and almost fully paid. Owing to the depressed condition of business in America, the directors have necessarily been obliged to confine their attentions mainly to the liquidation of the liabilities taken over from

the old company. This has been an exceedingly difficult and tedious task, but it has been accomplished so far by, greatly to the advantage of the company, considerable saving having been made in most of the settlements. The directors have no hesitation in stating that the more intimately they become acquainted with the company's property the more assured they are that, notwithstanding the past, the future is a promising one, and that Middlesborough must in time become an important manufacturing centre.—London Financial Times, April 1.

GENERAL NOTES.

Brief Mention of Various Matters of Current Interest.

THE largest steamship load of bananas ever brought into New Orleans was unloaded recently in that city. It filled sixty-eight freight cars.

THE North Little Rock Business Men's Association has been organized at Little Rock, Ark., with Dr. E. Meek, president; J. B. Tabor, vice-president, and E. D. Strong, secretary.

THE derrick barge F. A. Hyatt was launched at Orange, Texas, on the 6th inst. She was built for the Sabine Pass Construction Co., and will be used to handle the stone and mattresses at the jetty works. She is fitted with powerful hoisting machinery. Her derrick will be worked by steam.

THE business communities of the country are indebted to the Bradstreet Company for many important compilations. One of which has recently attracted much attention is the analysis of suspensions in business during 1894, to which the MANUFACTURERS' RECORD has previously referred. These statistics have been conveniently arranged in pamphlet form for reference, and will form a valuable addition to one's library.

THE Decatur (Ala.) Land Co. has elected as directors C. C. Harris, Gen. Joseph Wheeler, Thos. Rutter, John D. Probst, James Swan, P. J. Goodhart, A. C. Harts-horne, Henry Stern, John R. Rutter, P. T. Branham and W. T. Mulligan. The company has decided to donate a cotton-compress building in Decatur worth \$75,000 to anyone who will convert it into a cotton factory.

N. H. TRACEY, secretary of the Commercial Club at Rockdale, Texas, will be pleased to inform inquirers of its advantages to homeseekers and investors. It is located in a very desirable part of the State in Milam county, and the city have already established several factories. Timber, fuel and water are abundant, and the town is surrounded by a good farming country.

THE depth of water at the entrance to Port Royal (S. C.) harbor is such that the steamship Jamaican, drawing twenty-three feet two inches, recently crossed it bound for Europe. She carried one of the largest cargoes ever sent from a Southern port. It consisted of 7080 bales of cotton, 21,084 sacks of flour, 213 sacks of cottonseed, 17,000 bushels corn, nineteen carloads of lumber and 600 tons of coal for ship use.

To Develop Their Cities.

THE Young Men's Business League of Chattanooga, Tenn., has just been added to the list of Southern commercial organizations. Its membership includes some of the most energetic and successful residents of the city. John L. Davies is to be president; J. T. Lupton and W. H. Grady, vice-presidents, and R. W. Barr, secretary.

THE business men of Waycross, Ga., have also decided to have an organization to promote the city's interests, and have formed a board of trade, with C. C. Grace, of the First National Bank, as president.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 205.]

A Knoxville View.

KNOXVILLE, TENN., April 17.

Editor *Manufacturers' Record*:

Every man who keeps pace with Southern progress realizes the many benefits this section has derived through the efforts of the MANUFACTURERS' RECORD. It is a friend of the South, and an ardent supporter of its institutions; its handwriting may be seen upon the walls of many Southern industries; it is indeed the father of many prosperous industries throughout the South; it is the guiding-star by which many a man has found his way to a prosperous business and perpetual success, and gratitude for its work holds a strong place in the hearts of many of its beneficiaries. The knowledge of these facts no doubt prompted the writing of the editorial in its issue of the 12th inst., in which reference is made to the proposition recently made by Col. A. E. Boone for the construction of a double-track railroad from the Tennessee coalfields to the sea.

I do not condemn the frankness of speech, as all who know the effects of the land boom which infested this section a few years since know how the South suffered at the hands of the boomers, and to this I attribute the editorial. As to the benefits which Knoxville would derive from the construction of this line, no one familiar with the topography of the section through which it would pass, and the present vital need of a change from existing conditions, doubts or can question the ultimate profits which would accrue to any line direct from the coalfields to the sea.

Colonel Boone's proposition, I must confess, strikes the casual observer as a strange one, but a drowning man grasps at a straw. Knoxville needs the road, must have it, and stands willing to aid anyone who will build it. Colonel Boone gives no guarantee that he will do it, but says he will, and asks the people of this section to "grub stake" him, which to all appearances the people are willing to do upon his statement that if he can get the surveys and preliminary work done, that the prospectus will present to investors attractions that will justify the investment of funds with which to construct the line. The people believe it too, and are making a strong effort to raise the funds to aid him in the work. As to the proposition that the owners of lands along the line pledge half their shipments to the road, this is on condition only that the rate shall be as low as by any other line. In this I see no hardship or depreciation of values of the property.

I have no personal interest in this matter further than a natural inclination to aid the land I live in, and to help any industry which in my opinion will redound to the good of the country and its people.

As to the possibilities of the road, from my standpoint no road in this country presents a better field. Laying aside the advantages in ordinary freight and passenger traffic, it would surely be one of the largest coal-carrying roads in the country. What Knoxville wants is the road, and the people are working for it with a faith justified only by the belief that if the eyes of capital can be properly directed to the inducements which the possibilities offer, that the line can be built, and to this they look to Colonel Boone. Colonel Boone comes to us well indorsed, and surely no man with an unclean record dare give such prominence to a project as he has done except that he fears no attack.

HENRY V. MAXWELL.

No one denies the need of a road from Knoxville to the sea. The MANUFACTURERS' RECORD has simply criticised

the absurdities of some of the statements made by those who are trying to "promote" such a line.

The Seaboard Air Line Boycott.

Commenting upon the boycott against the Seaboard Air Line and the decision by Judge Lumpkin, the Charleston News and Courier says:

"It is of comparatively little consequence whether the Seaboard or the Southern Railway and Steamship Association is right on the other points under dispute. The power of one railroad or set of railroads to declare a boycott against another railroad is the all-important question from the standpoint of the general public. When the final analysis has been made, there is little or no difference between a 'boycott' and a 'strike.' The men who strike are the employees of the corporation, and the railroads that boycott one another are the 'employees' of the public business and commerce. Circumstances alter cases, of course, but it is questionable if in the majority of cases the men who strike interfere with and injure the public more or even so much as the railroad that boycotts a connecting line."

The MANUFACTURERS' RECORD believes that the Southern Railway and Steamship Association has made a serious mistake in this boycott—a mistake shared in by every road that follows its dictation. The boycotting business is un-American; it is opposed to every principle of fairness, and the American love of fair play usually makes the "boycotter" rather than the "boycotted" suffer. The Seaboard Air Line is doing a great work for Southern development, and in proportion to mileage is accomplishing as much for the material advancement of the South as any other railroad in that section. Because of these facts it is universally popular in the country tributary to it, and the boycott will only serve to strengthen this friendly spirit.

No corporation, it matters not how powerful, can afford to be indifferent to the friendly interest of the public. It may for a time ignore public welfare and apparently prosper, but sooner or later there will inevitably come a day of reckoning. If the Southern Railway and Steamship Association is in the wrong, and out of personal malice has started this fight, its boycott will in the end result in greater injury to the railroads which compose it than to the Seaboard.

Captivated by the Seaboard Air Line.

The New England cotton-mill men who recently investigated cotton manufacturing in the South as guests of the Seaboard Air Line were unceasing in their praise of the trip and of the thoughtful consideration shown for their comfort by the railroad officials. Under date of April 12 they wrote to President Hoffman as follows:

TAUNTON, MASS., April 12.

R. C. Hoffman, Esq.,
President of the Seaboard Air Line,
Baltimore, Md.:

Dear Sir—We desire to express to you our thanks for the very kind and courteous attention that we have received at the hands of your company. When we accepted your very polite invitation to take a trip over your road to inspect the manufacturing sections in the South we had no idea of the generous and sumptuous treatment that we were to receive. Your thoughtful consideration of our comfort at all times and the facilities you provided for us to see all we desired have made a deep and lasting impression upon us all. We hereby acknowledge our profound obligations for your distinguished consideration and many kind acts. Please bear us in remembrance to Mr. St. John, Mr. Glover, Mr. Turner and the other gentlemen who contributed so much to our comfort and happiness. With the hope that our visit may in some way bear fruit for the Seaboard Air Line, we have the honor to remain,

Yours very sincerely,

W. C. LOVERING,
C. W. AMORY,
ARTHUR AMORY,
HENRY S. HOWE,
HENRY B. COXE.

BALTIMORE TO WASHINGTON.

Present Condition of the Boulevard Electric Line—Contracts Partly Let—Capitalists Who Are Interested.

The city council of Baltimore has granted the Edmondson Avenue, Catonsville & Ellicott City Electric Railway Co. permission to lay standard-gage tracks within the city limits. This removes the last obstacle to the construction of the electric trolley system between Washington and Baltimore, and the MANUFACTURERS' RECORD is informed that several hundred men will begin the work of grading the right of way on Edmondson avenue, also on the Ellicott City end, at once, ties and other material for the roadbed being ready to complete the track.

The road is to cost about \$1,000,000 all told. It will be twenty-seven and a-half miles in length from city limit to city limit. The specifications call for a track laid with 80-pound steel rails on hardwood ties, and ballasted with crushed stone. While eventually it is to be a double-track road, at present a single track with sidings at each station will be laid. Twelve passenger stations will be erected between the two cities. The power will be supplied from three generating houses, one each at Baltimore, Laurel and Washington, the first being located at the corner of Ingleside and Edmondson avenues, in the western suburbs. Altogether they will cost about \$180,000, or \$60,000 each. Their total generating capacity will be 3000 horse-power, each house being equal to two electric "units" of strength, and containing a series of dynamos each of 500 volts as current producers. The plans call for rolling-stock equipment of motors capable of a speed of sixty miles per hour and of 100 horse-power each. For ordinary purposes about twenty will be ready for service when the entire line is finished.

The route is as follows: From the corner of Saratoga and Howard streets in Baltimore along Saratoga street and Edmondson avenue to Rolling road, where a spur two miles in length will be built to Ellicott City. The main line, however, will be continued directly through to Laurel, Md., and thence to Washington city limits, where a connection will be made with the Eckington & Soldiers' Home electric line, which is of the same gage, and gives the Washington-Baltimore system access to ten and a-half miles of streets in the former city.

Thus far contracts have been let for completing five miles of the line from Baltimore city limits to the Rolling road; also for building the power-house on the Baltimore division. This is the section controlled by the Edmondson Avenue, Catonsville & Ellicott City Company, which is now securing bids for constructing the road within the city limits. It is understood most of the right of way has been secured from Rolling road to Laurel. Contracts for grading the Laurel-Washington section have been awarded, and the work begun. Surveys for the entire line have been completed.

The companies interested in building this system at present comprise the Edmondson Avenue, Catonsville & Ellicott City Company and the Washington & Baltimore Boulevard Co. The former has George Yakel as its president; Louis Yakel, vice-president, and W. L. Layfield, secretary. The Messrs. Yakel are extensive real-estate owners, and, with Mr. Layfield, are interested in the Kohler Manufacturing Co., large dealers in patent medicines in Baltimore. The directors include B. N. Baker, David M. Newbold and Hon. John Hubner. Mr. Baker is president of the Atlantic Transport Line of steamships, also of the Baker-Whiteley Coal Co. of Baltimore, and has other extensive interests. Mr. Hubner is a director in the

American Banking & Trust Co. of Baltimore, and a large land-owner in Catonsville, near Baltimore. Mr. Newbold is of the firm of Newbold & Sons, a prominent mercantile firm of Baltimore. He is also president of the Washington & Baltimore Company, in which Messrs. Baker and Hubner are also understood to be associated. A corporation indirectly interested also is the Eckington & Soldiers' Home Company, of which Mr. Howard Munnikhuysen, of Baltimore, is president, and W. Kesley Schoepf, general manager. M. A. McCormick, of Baltimore, is also a director in this company. While the parties mentioned are entirely able to pay for completing the system, it is understood on good authority that the Widener Elkins syndicate, which is heavily interested in electric railways in Philadelphia and Washington, will take a large amount of the bonds to be issued for construction and become financially associated with the scheme.

The Knoxville-Carolina Project.

The project to build a railroad line from Knoxville to Charleston, which is being promoted by Col. Mike Brown, of the Carolina Midland line, and Mr. George A. Wagener, of Charleston, S. C., is attracting the interest of business bodies in Charleston, Greenville, Anderson and other places adjacent to or on the proposed route.

The Young Men's Progressive Association of Greenville recently held a meeting for the purpose of taking a hand in the matter. Mr. W. A. Hammond explained that the enterprise to build a road between Charleston and Knoxville had been started. He then went on to review the part of Greenville in this connection. Of the \$200,000 stock voted by this county for such a route \$179,000 is yet available. This subscription is payable when the line is completed between Greenville and Knoxville. At the same meeting it was stated that the subscriptions to the old Charleston, Knoxville & Western enterprise, many of which it was believed could be rendered available now, were as follows: Greenville county, \$191,000; Transylvania, N. C., \$75,000; Heyward, N. C., \$100,000; Sevier county, Tenn., \$75,000; Knoxville county, Tenn., \$75,000—total \$516,000. As a result of the meeting a committee of five citizens was appointed to confer with the people of Charleston upon the possibility of building the road through Greenville.

A New Louisiana Line.

Vice-President Hilands, of the St. Louis, Avoyelles & Southwestern road, now being constructed in Avoyelles parish, La., writes the MANUFACTURERS' RECORD that twenty-eight miles are graded and culverts and bridges are completed. The company desires thirty-six miles of 56-pound rails; also two locomotives, four passenger and combination cars, twelve box and twelve flat cars. The company has a tax fund contributed by the parish guaranteeing its bond interest for twelve years.

An Important Deal.

The syndicate which the MANUFACTURERS' RECORD announced several weeks ago was negotiating for property at Ocean City, Md., it is learned, is again endeavoring to purchase it. Several stockholders of the Baltimore, Chesapeake & Atlantic Railway Co., also of the American Sugar Refining Co., are interested, including Prest. John E. Searles, of the railroad company, which controls the line running to Ocean City.

Large Order for Rolling Stock.

The Missouri, Kansas & Texas Company has ordered 500 coal and 700 box cars, and will, it is stated, soon order twenty-seven passenger and freight locomotives and 800 box cars. C. N. Stevens, of St. Louis, is purchasing agent.

A Popular Official.

Mr. E. E. Posey, general passenger agent of the Mobile & Ohio, who has been so successful in securing immigrants for the section of the South traversed by his road, is the subject of the following complimentary notice in the New Orleans Picayune:

"One of the most popular young railroad men of the present time in the South is Mr. E. E. Posey, the general passenger agent of the Mobile & Ohio Railroad. Born in the city of Washington, D. C., on the first day of December, 1860, he was educated at public schools and commercial colleges. In the year 1874 he commenced work, at the early age of fourteen, as office boy for the St. Louis & Southeastern Railroad, now a branch of the Louisville & Nashville system. Mr. Posey remained with that road for six years; subsequently was connected with the Creve Coeur Lake & Forest Park Railroad (now the St. Louis & Colorado Railroad) in the construction department; later he was excursion agent for the Creve Coeur Lake Railroad (now a branch of the Missouri Pacific Railroad), and then went to the Gould Southwestern system; was subsequently, until December, 1886, excursion agent and later passenger agent of the Wabash, St. Louis & Pacific Railway; December, 1886, to 1889, traveling passenger agent of the Mobile & Ohio Railroad; February, 1889, to November, 1891, chief clerk in the general passenger department of the same road; November, 1891, to April, 1894, acting general passenger agent of the same road, and since then to date, general passenger agent."

Locomotives for Texas.

The Pittsburg Locomotive Works has secured the contract for twelve standard-gauge locomotives for the Trinity, Cameron & Western Railroad, in Texas. The line is 650 miles long. As the MANUFACTURERS' RECORD has already stated, the Illinois Steel Co. has taken the contract for the rails. The Hopkins Construction Co., of St. Louis, will build all the bridges on the line, and the Denver Construction Co., of Denver, was given the contract for building the road. This is the road in which ex-Governor Hogg and M. P. Kelley are interested.

Powerful Engines.

The Atlantic Coast Line employs a powerful type of locomotive specially to haul its fast trains between the North and Florida. The performance required of these engines is to haul a train of ten cars, composed of Pullman, baggage and express and ordinary coaches, aggregating about 400 gross tons of 2240 pounds, at a speed of forty miles per hour. One of them recently made the run with a train from Jesup to Waycross, Ga., forty miles, in thirty-seven minutes.

Railroad Notes.

MR. JAMES S. DORANT has been appointed commissioner of the Memphis (Tenn.) freight bureau.

THE Illinois Central Company has ordered thirty-five fruit cars for its traffic between gulf ports and the North.

THE annual meeting of the stockholders of the Norfolk & Western Railroad Co. will be held at Roanoke, Va., on May 1.

THE Cape Fear & Yadkin Valley has begun shipping coal to its new chutes at Wilmington, N. C., for loading vessels.

MR. H. S. HAINES, vice-president of the Plant Railway & Steamship Co., has been elected president of the American Railway Association.

JOHN SCREVEN has been appointed receiver of the City & Suburban Railway Co., of Savannah. Differences among the bondholders led to the action.

VICE-PRESIDENT HENRY C. HAARSTICK, of the St. Louis Trust Co., has purchased

the street-railway system of Little Rock for the company at foreclosure sale.

MR. S. F. HILZHEIM, of Pine Bluff, Ark., has been appointed traveling freight agent of the St. Louis Southwestern Railroad for Missouri, Arkansas and Louisiana, with headquarters at Little Rock.

THE Texas Midland, of which E. H. R. Green, at Terrell, Texas, is president, has purchased one locomotive and 100 box and flat cars. Two more locomotives may also be added to the rolling stock.

A SHIPMENT of 373 Texas cattle fattened on Georgia cottonseed meal was recently made to Jersey City by way of the Southern and the Pennsylvania systems. Sixteen cars were required for the load. About 2000 in all will be sent from Atlanta.

THE Houston, East & West Texas, which has been changed from a narrow to a standard-gauge road, will hereafter run its trains into the Grand Central Depot in Houston. It has also been decided to put on a through sleeping-car service to Cincinnati by connection with the Queen & Crescent Route.

VICE-PRESIDENT ST. JOHN, of the Seaboard Air Line, has received from the engineers of the Chicago, Rock Island & Pacific system, with which he was formerly connected, a gold watch as a testimonial of their friendship for him. The presentation was made at Portsmouth, Va., by a committee of the engineers.

THE Baltimore & Ohio Railroad has made a new record for fast time of its passenger trains. A special train of three cars was hauled from Grafton, W. Va., to Baltimore in seven hours. The distance is 300 miles, and several heavy grades are included on the route. Five stops were made, although the train averaged forty-three miles per hour.

A Large Sugar Plant for Louisiana.

The announcement has just been made of a large addition to the extensive sugar interests of Louisiana. Mr. M. R. Spelman, general agent of the Illinois Central Railroad at New Orleans, is projecting the new plant, and has made arrangements to organize the Gramercy Company, Limited, with himself as president, to erect and operate a large central sugar factory. The company will, it is said, confine itself exclusively to manufacturing sugar. The factory will, it is said, have a capacity of 2000 tons of cane per day, making 400,000 pounds of sugar daily. The new plant is to be located on the Mississippi Valley Railroad. Mr. Leon Hauptman, the well-known sugar and mechanical engineer, has charge of constructing and erecting the machinery for it, while Mr. D. M. Woods controls the erection of the buildings. Mr. Stuyvesant Fish, president of the Illinois Central Railroad, together with prominent Chicago and New York capitalists, have, it is claimed, become interested in the factory, which is expected to be completed in time for operation next fall. A telegram from Mr. Leon L. Hauptman to the MANUFACTURERS' RECORD says:

"The capacity of the sugar refinery will be 1000 tons a day this year, the cost being \$250,000. The plans are made to increase the capacity next year to 2000 tons daily at an additional cost of \$200,000."

A Norfolk Land Sale.

A dispatch from Norfolk, Va., states that the tract of land known as Willoughby Spit, lying on the south side of Hampton Roads and opposite Old Point Comfort, has been sold to a syndicate of Pennsylvania and Norfolk parties for \$70,000. W. A. Young, H. L. Page and H. S. Smith are the Norfolk gentlemen interested. It is stated that the property, which comprises 700 acres, will be converted into a summer resort.

FINANCIAL NEWS.**Sound Southern Investments.**

The steadily appreciating value of many classes of Southern securities has been referred to several times in previous issues of the MANUFACTURERS' RECORD. The best test of the value of municipal, State, county and other bonds is the readiness with which they are purchased by conservative investors.

Reports from the State comptroller of Georgia show that of the life insurance companies doing business in the State, the New York Life leads in the amount invested, having \$1,416,666 in the bonds of Georgia railroads and \$607,000 in loans on Georgia real estate. The Mutual, of New York, has \$1,778,131 in State, county and city bonds and \$103,550 in loans. The Equitable Life has \$1,250,000 loaned on Georgia real estate. Other life insurance companies that lend money this way are Manhattan, \$30,000 in loans; Maryland, \$78,000 in loans; Mutual, of Louisville, \$55,180 in loans; Penn Mutual \$134,800 in loans; Provident Savings, in real estate \$81,563, in loans \$38,000; Travelers', \$442,100 in loans, \$67,675 in bonds.

The fire insurance companies which have purchased Georgia bonds for investment or have put money in real estate or other securities here are: The Aetna, with \$25,000 in State, county or city bonds; the Atlanta Home, with \$195,172 in bonds and \$348,400 in real estate; the Continental, \$100,000 in bonds; the Georgia Home, with \$265,826 real estate and \$473,772 bonds; German-American, \$25,000 in real estate; Home, \$50,000 bonds; Macon Fire, \$53,243 real estate, \$94,000 bonds; Southern Mutual, \$207,000 stocks, \$621,985 bonds; Sun, \$25,000 railroad bonds.

The fire insurance corporations are compelled by law to deposit with the State treasurer \$25,000 in Georgia or United States bonds, but the figures show that voluntary investments greatly exceed this figure. The investments summarized are as follows:

Total bond investments.....	\$4,847,335
Total loans.....	3,512,662
Grand total.....	\$8,359,997

In other words, nearly \$8,500,000 in outside capital has been placed in Georgia simply by insurance companies which have confidence in its securities and real estate.

New Financial Institutions.

J. R. McDaniel and others are forming a national bank at Hubbard City, Texas.

R. T. and H. L. Anderson are interested in establishing a State bank at Ocala, Fla. An effort is being made to open another bank at Rocky Mount, N. C., with \$100,000 capital.

The Bank of Tarboro, N. C., has been organized with \$30,000. T. H. Catlin and John F. Shackelford are members of the board of directors.

A charter has been issued to the Kana-wha Valley Building Association to do business with \$300,000 capital at Charleston, W. Va. Charles Capito is president.

The First National Bank, recently located at Lexington, Va., will open a State bank at Buena Vista, Va., to be known as the Merchants and Manufacturers' Bank.

D. B. Dyer, C. E. Coffin and others have decided to organize the Richmond County Abstract, Title, Guarantee & Trust Co. at Augusta, Ga. The present capital is to be \$60,000.

The stockholders of the Mechanics' Dime Savings Bank at Raleigh, N. C., have completed their organization by electing seven directors and calling for first payment from stockholders.

The Colored Mutual Building, Loan & Trust Co., with \$100,000 capital, and the Colored Joint Stock Co., with \$1,000,000 capital, have been chartered to do business at Allendale, S. C.

New Bond and Stock Issues.

The State of Georgia will have \$300,000 of 20-year 3½ per cent. bonds to sell to the highest bidder on May 1. They will be sold at Atlanta.

The St. Louis, Iron Mountain & Southern Railroad Co has refunded an issue of \$2,500,000 7 per cent. by an issue at 5 per cent., due June 1, 1935.

The American Banking & Trust Co., of Baltimore, of which James Bond is president, has ratified the action of its board of directors in increasing its capital to \$500,000.

The directors of the Bank of Summers, at Hinton, W. Va., have elected H. Gwinn, president; L. P. Graham, vice-president, and John H. Jordan, cashier. The capital stock of the bank has been increased to \$30,000.

Interest and Dividends.

A semi-annual dividend of 3 per cent. has been declared by the Sibley Manufacturing Co., of Augusta, Ga., payable May 1.

Financial Notes.

F. R. JAENKE has been elected vice-president of the Jennings (La.) Banking Co.

THE National Bank of Wilmington, N. C., has bought the building formerly occupied by the Bank of New Hanover. The price was \$23,600.

Success of Pocahontas Coal.

New honors are being won for Pocahontas coal. L. C. Newsony, manager of the Columbus (Ohio) Electric Light & Power Co., which has been experimenting with a view to using this coal, finds that "the coal burns up clean, making little ash and no clinkers, and the quantity of smoke emitted from the stack is astonishingly small, fairly establishing the claim that Pocahontas coal properly used is practically a smokeless fuel." In a letter to Castner & Curran, successors to the Pocahontas Coal Co., Philadelphia, Pa., he gives the following experience:

"During the month of December, 1894, we used 1646 tons of Hocking lump coal, against 1246 tons of Pocahontas R. O. M. during the following month of January, 1895 (or an average of about forty tons daily), showing a saving in fuel of 25 per cent. in favor of Pocahontas. During the next month, February, 1895, the daily consumption of your coal was still further reduced to thirty-eight tons daily, and the results in March were such that we were convinced that Pocahontas was the cheapest fuel we could use."

Vanderbilt Adding to His Carolina Interests.

A dispatch from Asheville, N. C., states that George W. Vanderbilt has purchased from George S. Powell the property known as the French Broad Lumber Co.'s mills, the price paid being \$17,250. The plant is a first-class one in every respect, with all the improvements necessary for handling and sawing logs. The mill will be put in operation some time during the summer. Mr. Vanderbilt owns all the timber along both sides of the French Broad river for a distance of about ten miles. The Asheville Woodworking Co.'s mill is also owned by Mr. Vanderbilt.

An Opportunity for a Miller.

STAUNTON, Va., April 22.
Editor Manufacturers' Record:

A friend who owns a flouring and saw mill and one of the finest water-powers on the north branch of the Shenandoah river is willing to sell a half interest to a practical miller at a very low figure, the money to be used in modernizing the machinery in the mill. Will you kindly put me in communication with a desirable party who may take advantage of this excellent opening.

THOMAS P. GRADY.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 204 and 205.]

Profits of One Southern Mill.

A description of the plant of the Graniteville Manufacturing Co., one of the leading cotton-mill companies of the South, was given in a recent issue of the MANUFACTURERS' RECORD, and reference made to the prosperity of the company. At the annual meeting of the company, held April 18, Mr. P. H. Hickman, the president, made a report, from which we take the following:

"By annexed statement you will find that, after paying all operating expenses, interest, taxes, insurance and school contributions, the net earnings for the fiscal year ending with the 1st of March, 1895, are \$79,194.15—\$5740.22 less than last year. From this sum we have paid \$60,000 dividends, which is 10 per cent. on your capital stock; paid for new machinery \$39,968.88, and for improvements \$3435.23—total payments, \$103,404.11. These payments have reduced our surplus \$24,209.96.

"In a few days all our new cards will be in operation. Then we will have a carding-room fully equal to any in the United States; in fact, nothing can be better in Europe, as we have the latest and best English cards made. Our goods are much improved, and in great demand. We have no stock on hand, and we could have easily sold the production of another mill.

"It is to be regretted that the company did not allow me to build a new mill at Vauluse two years ago. If this had been done your profits would have been \$25,000 more today. I do not hesitate to say that we ought to make the addition at Vauluse at the earliest possible day. The manufacturing world is moving rapidly, and we must keep abreast or we will drop out of the race. There is no danger of over-production. The cotton crops will be manufactured; if not here in the South it will be elsewhere. So the competition will be all the same.

"If the company will give me the privilege I will add 10,000 spindles and 300 looms to the Vauluse mill without calling on them for a dollar or adding to the capital stock.

"Our mills have been operated with splendid success during the year—not a day lost; consumed 5,164,291 pounds of cotton, producing 17,838,136 yards of cloth. We have on hand 5531 bales of cotton of excellent quality. With our purchases since, we can run the mills until the 20th of October.

"While our profits have been small, we have been successful in selling the goods and collecting the bills. We have not lost a bale of goods this year."

Mr. Hickman was re-elected president and the following board of directors chosen: Messrs. Hamlin Beattie, Greenville, S. C.; W. E. McCoy, Augusta; W. A. Latimer, Augusta; A. E. Hutchinson, Rock Hill, S. C., and Saml. Tannahill, Augusta.

Textile Notes.

MESSRS. P. ROSENBERG and A. W. Smith, of Abbeville, S. C., are endeavoring to form a cotton-mill company.

MESSRS. D. P. MORRIS & CO., of Atlanta, have purchased the C. M. Jones grist mill near Emerson, and will convert it into a cotton mill.

MR. JAMES LESLIE, of Montreal, Canada, who visited Charlotte, N. C., last fall and decided to establish a card-clothing factory there, has the plant nearly completed, and by June 1 will be operating same.

AT the annual meeting of the directors of the Camden (S. C.) Cotton Mills the old board was re-elected and authorized to issue bonds or preferred stock to equip the build-

ing with machinery. H. G. Garrison is president.

REGARDING its proposed enlargement, the Randolph Manufacturing Co., of Franklinville, N. C., writes that it will consist of a building 225x56 feet, and machinery will be put in to double the present capacity of 1900 spindles and fifty-two looms.

NORTHERN capitalists have made a proposition for the erection of a \$200,000 cotton mill in New Berne, N. C., and the citizens are now endeavoring to raise the \$50,000 required to secure the plant. J. E. Latham, Wm. Ellis and others are interested.

OVER \$90,000 has been subscribed to the proposed new mill at Edgefield, S. C., and its erection is about assured. A 10,000-spindle plant is about decided on and is expected to be completed by fall. Mr. Alvin Hart is at the head of the enterprise.

THE projectors of the cotton mill at La Grange, Ga., have petitioned for incorporation as the West Georgia Mills with a capital stock of \$200,000. Messrs. J. E. Dunson, W. A. Holmes, J. G. Truitt, C. V. Truitt, C. D. Hudson and others are the incorporators.

THE plans and specifications for the East Lake Woolen Mill Co.'s proposed \$75,000 plant at Chattanooga, Tenn., are being drawn up, and the building will soon be started. Bids will not be received for the work, arrangements having already been made with George Collins.

THE Mills Manufacturing Co., one of the new cotton mill companies previously mentioned as being organized at Greenville, S. C., has been chartered with a capital stock of \$5000 and privilege of increasing to \$250,000. The incorporators are O. P. Mills, T. Q. Donaldson, James Birnie, J. R. Charles, Wm. Wilkins and others.

B. F. HARDWOOD, of Uniontown, Ala., is preparing to make large additions to his rope factory. He expects to add more machinery for making rope, besides looms for spinning thread and wrapping-twine. The factory has, since it was first established, had orders far ahead for its product, and the owner will endeavor to keep up with the demand from now on.

MR. W. I. YOPP, of Dallas, Texas, in a letter to the MANUFACTURERS' RECORD suggests that there is an excellent opening in that section for a mill to manufacture and utilize the linters taken from cottonseed by the oil mills. He claims that there will be 25,000 bales of linters in Texas this year. Some of the oil-mill people would, it is said, take stock in a factory in order to find a market for linters.

THE annual meeting of the stockholders of the Galveston (Texas) Cotton and Woolen Mills was held last week. The report of the secretary and treasurer was made, showing no marked change from previous conditions. The recent labor troubles were not referred to in the meeting. The old board of directors, composed of B. Adoue, J. Reymershoffer, Julius Runge, Leon Blum, George Sealy, M. Lasker and W. F. Ladd, was re-elected for the ensuing year.

ARRANGEMENTS are progressing rapidly for the immediate commencement of work on the big mill at Rome, Ga., for the Massachusetts Cotton Mills, of Lowell, Mass. Contract for the erection of the buildings has been awarded to E. J. Head den & Sons, of New York, and contract for the brick, of which about 5,000,000 will be required, to the Rome (Ga.) Brick Co. The latter plant, of which Mr. J. A. Rounsaville is president, has a daily capacity of 60,000 brick. The work on the buildings will be pushed rapidly to completion, so that the plant can be fully equipped and in operation by November 1.

THE stockholders of the Portsmouth (Va.) Cotton Manufacturing Co. had an adjourned meeting last week. It was decided that the board of directors be au-

thorized and empowered to lease the mill at the best terms possible and to make a contract protecting the company, the lease to be at not less than 8 per cent. per annum. Mr. W. G. Parker offered an amendment which acted as a substitute, that the whole matter be referred to the board of directors with full authority to either sell, lease or operate the mill, and that immediate steps be taken to put the same in operation, and this was accepted.

EIGHT carloads of the machinery for the Batesburg Cotton Mill, at Batesburg, S. C., have arrived. At a recent election the following were chosen as directors: Dr. E. C. Ridgell, president, secretary and treasurer; directors, Dr. T. S. Fox, U. X. Gunter, J. Wm. Mitchell, W. L. Rowe, T. B. Kernaghan, N. A. Bates, O. J. Harris and L. D. Cullum. The superintendent of the mill is W. I. Woodward, an experienced millman. The machinery is being unloaded, and Superintendent Woodward expects to have the mill in operation inside of two months. The product for the present will be brown sheetings, shirtings and drills.

THE subscribers to the stock of the Norris Cotton Mills, at Central, S. C., met last week and elected the following directors: Messrs. T. L. Connor, D. K. Norris, G. M. Norris, J. H. Dochier, J. F. Lay, J. P. Smith and W. V. Clayton. D. K. Norris was elected president. After the adjournment of the meeting the directors met and made arrangements to have the power surveyed and estimates made, and to get other information as to the location of the plant. The water of the shoals on Twelve-Mile river, about four miles from Central and one and one-quarter miles north of the railroad, will probably be used. The question of location of the mills is not settled, and will depend for its answer mainly on the report of the engineer and the inducements offered by competing points.

Possibilities for Farming.

"There has grown up a generation of young men and young women in the South who are free from prejudice, and ready to welcome with a warm greeting the stranger and wayfarer who stops with them. Not only are the people generously inclined and as cordial as possible to those who come from the North, but the climate is as genial as the inhabitants of the country. There are possibilities for the farmer in the South that can never exist in the North. Lands are cheap, easily cultivated and fertile. Railroads are accessible in every part of the South almost, and enterprise will build them as fast as they are needed, where they are not now to be found. We shall have more to say concerning this country in future numbers. To show what our own opinion is, we need only say that we expect to make it our home in the future. We have a great affection for Ohio; it is a grand old State, but in the way of material advantages for him who tills the soil it is not as good a place as the South." Thus writes the editor of the Springfield (Ohio) Farm News.

While admiring his sentiment, the MANUFACTURERS' RECORD desires to say that not only the younger, but the older generation of the Southern people are glad to have desirable settlers come among them. The fathers and mothers in the South today are as free from sectional prejudice as their sons and daughters, as the Northern home-finders in the South will cheerfully testify, and as they do testify in each number of the *Southern States* magazine.

THE seven-pound gold nugget recently reported in the MANUFACTURERS' RECORD as having been found in North Carolina turns out, contrary to the usual course, to be even larger than first reported. The official reports show that it weighed eight pounds and was worth about \$2000.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

NEW YORK, April 23.

The cottonseed-oil market, though quiet, presents a firm front. Exports are light, while domestic demands are unusually slow. A shading of current quotations will not be accepted by holders, consumers in the meanwhile drawing on their supplies; hence the temporary lull in trading. The advance in the price of English oil, and briskness displayed in Western centres in the manufacture of compound lard and cottolene, portend the advent of improved values. The former event will doubtless lead to increased business to Mediterranean ports, to the disadvantage of the English product. Off-grade summer yellow has been purchased freely during the week for shipment to England at prices ranging from 25½ to 26 cents. Bids on the basis of 27 cents for prime yellow, submitted for future delivery at 27 cents, and 26 cents for off grade yellow, have been declined. To reduce its heavy stocks in the markets of Holland the American Cotton Oil Co. has sold 15,000 barrels at 19 guilders per gallon. This is an extraordinary concession, but in view of the languishing condition of the butterine industry, the step was imperative as an incentive to business. Local refiners have secured thirty-five tanks of crude South Carolina oil on a basis of 18¾ cents. Good off-grade yellow is on offer at 26¼ cents (the supply is, however, limited), and prime yellow at 27 cents, the best bids being ¼c. less and ½c. less, respectively. Receipts at this point aggregate 7000 barrels for the week, inclusive of exports. An improved interest for choice grade of white oil is apparent, but the price—31 cents—is yet a stumbling block to normal trading. Soap stock is in light request and quoted at 1½ cents. Barreled crude is scarce and is held at 23 to 24 cents. The season is rapidly closing and many of the mills have ceased operations. Private advices from various parts of the South indicate a good supply of oil, although there are mills which have disposed of nearly all their oil and cake holdings. It is generally recognized that oil is good property, and holders of heavy stocks are in a fair position to realize satisfactorily thereon as the spring season advances. Current quotations are as follows: Crude, prime, 23 to 24 cents, and off-grade, 22 to 22½ cents; summer yellow, 26½ to 27 cents; off yellow, 26 to 26½ cents; prime winter yellow, 33 to 36 cents; butter grades, 28 to 29 cents; prime winter white, 31 cents.

Cake and meal move freely. An improvement in prices is reported by cable from the English markets, while Germany has been purchasing large supplies, New Orleans being the loading port. Values remain unchanged since date of previous report. The improvement in cake and meal trading has added its quota to the strengthening of the oil market by enabling the manufacturers to await more favorable developments in holding their tanked products without financial embarrassment. In the event of the Savannah enterprise proving successful with regard to denuding the seed of its linty adherents, rendering possible economical transportation by water or rail, within a very brief period cottonseed oil will be manufactured within the confines of the metropolis. The attainment of this purpose with regard to the seed would beyond doubt exert a greater influence on the development of the cotton-oil-milling industry than all other preceding innovations.

Cottonseed-Oil Notes.

THE Gate City Oil Co., of Atlanta, Ga., is shipping a large consignment of cotton-

seed-hull-fattened cattle to Jersey City, N. J., where they will be sold. The first shipment of nearly 400 head has gone forward, and other trainloads will follow in a few days.

THE Merchants & Planters' Oil Co., of Houston, Texas, has established a branch in Little Rock, Ark. The principal product of this concern is butter oil used for cooking purposes. Col. H. L. Price, of Memphis, has charge of the company's interests in Arkansas.

REPORTS from Victoria, Texas, state that subscription lists were opened in that city on the 15th inst. to stock of a cottonseed-oil mill, and \$10,000 of the \$25,000 required was subscribed in a short time. It is stated that the balance will be taken immediately and the mill built and ready for operations in the fall.

Working for Alabama.

The recent convention at Birmingham to discuss immigration and plans to exhibit the State's resources at the Atlanta Exposition was attended by delegates representing interests in all parts of the State. A report was adopted which recommended the appointment of a committee of five to take charge of the proposed exhibit. The following were appointed as such committee: F. V. Anderson, of Birmingham, chairman; Hector D. Lane, of Athens; M. B. Houghton, of Montgomery; A. C. Danner, of Mobile, and T. W. Pratt, of Huntsville.

The committee in charge of the exhibit have instructions to use every effort to increase this sum to \$25,000 if possible. It was determined that the Alabama exhibit should be taken from Atlanta to the Mexican Exposition, thence to the Tennessee Centennial. The committee of immigration made a report recommending that every effort be made to induce immigration from the North and Northwest to Alabama. It was strongly urged that all the towns in Alabama induce the location of industrial plants by taking advantage of the new law allowing them to exempt manufactories from local taxation for a period of five years.

The convention elected the following officers: President, W. C. Jemison; secretary and treasurer, N. F. Thompson; vice-presidents, M. P. Canfield, C. G. Abercrombie, Ben A. Cooper, J. M. Caldwell, W. P. Gaddis, Judge B. H. Williams, R. A. Mitchell, M. C. Birch and F. V. Anderson.

Oil Wells in Kentucky.

A correspondent of the MANUFACTURERS' RECORD at Prestonsburg, Ky., writes as follows:

"Prestonsburg is the nearest town to the Kentucky oil development, and is headquarters for the oil operators. The wells are producing from ten to 100 barrels each per day. All are flowing wells and not one is pumped. The oil is of the same quality as the Pennsylvania product. All the wells drilled thus far are producers, and the one coming in last week was no exception to the rule. Immediately on completing that well another was begun. This place is also the centre of an excellent coal region and in a beautiful valley four miles long, a portion of which was purchased and owned by the late President Garfield, who as early as 1866 foresaw that this would be a great oilfield."

HARPER'S BAZAR includes in its several departments everything interesting to women and valuable in the domestic circle. The wisest economy dictates a subscription to this brilliant weekly paper, as in fashion alone its readers save during a single year many times its price. The woman who takes Harper's Bazar is prepared for every occasion, ceremonious or informal.

PHOSPHATES.

Florida Phosphate Notes.

ORLANDO, April 16.

The following are the shipments of phosphate from the port of Punta Gorda for the first quarter of 1895: January—Steamship Elmfield, 2398 tons for France; March—Schooner Wm. M. Bird, 224 tons for Baltimore; steamship Leconfield, 2900 tons for France; steamship Driffield, 2350 tons for Hamburg; steamship Hartville, 1941 tons for Stettin, and steamship City of New Castle, 2613 tons for Denmark. The aggregated business for the period was 9819 tons. These shipments are not up to expectations. There are on hand, however, with the miners of this section considerable stocks.

The steamship Newborough cleared on the 11th inst. from Tampa with 2300 tons of phosphate for Stettin.

The steamer Glanyswyth is loading at Fernandina with a cargo of hard-rock phosphate for Hamburg.

In the United States Court at Jacksonville the Central Trust Co. of New York is foreclosing a first mortgage given to secure \$50,000 of bonds of the Early Bird Phosphate Co. The company's landed interests are about 530 acres in Levy county. The failure to meet the January coupons is the cause of the bill of foreclosure and prayer that a receiver be appointed. The company acknowledges the right and reason for foreclosure and waives all delay in the proceedings. The Early Bird has been an active mining concern. It seems probable the bondholders will get control of the company and will probably run it.

Mr. A. A. Riche, of Paris, who has been identified with Florida phosphates, having organized the Compagnie des Phosphates de France, is now before the Florida legislature asking for a charter for a company whose object will be the colonization of French families on lands owned by the French Company in Marion and Alachua counties, Florida. The company owns some 20,000 acres of fine farming lands. The colonists will be located in the neighborhood of the phosphate mines, where labor may be had by those who prefer that work to agriculture. The population is to be brought from Southern France, a section noted for its industrious peasantry.

The improvement of the bar at Fernandina continues. The jetty work has proven effective, and makes the harbor accessible for first-class vessels. The waters of the St. Mary's river, which debouches into the ocean at this point, is forced between the jetties, and the water increased from sixteen feet to over twenty-one feet over the bar. The bar itself is very short.

The steamship Cundale cleared on the 13th with 3300 tons of phosphate for Hamburg, drawing nineteen feet. The Ripon City cleared on the 14th with a full cargo, drawing twenty-one feet. In port and loading are steamships Rockcliff, Orsino, Glenhaffren and Glanyswyth. These vessels will all clear in the next few days, and will carry out about 10,000 tons of phosphate. J. H. JONES.

Phosphate Markets.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, April 25.

A better tone prevails in the local phosphate market, in sympathy with the improvement in fertilizers. Manufacturers are placing their orders more freely, and there is a better disposition to trade both for spot and future delivery. At points of production there is some business in progress, and considerable rock is being shipped both for domestic and foreign account. The local charters closed during the week indicate a better business, and the following vessels are reported: Schooners W. W. Converse, Ashpoo to Baltimore; S. B. Marts and E. C. Middleton, Ashley river to Baltimore; Agnes Manning, Bull river to Baltimore; The Josephine and J. Lippett,

Tampa to Cartaret, N. J.; steamship Czarina, Ashley river to Richmond; C. L. Godfrey, Ashley river to Wilmington, Del., and M. E. Curtis, Beaufort, S. C., to Richmond. Rates on the berth in New York are more or less nominal, owing to the difference in the home and foreign market. The phosphate charters reported are as follows: A British steamer, 1349 tons, from Fernandina, Fla., to the United Kingdom or Continent on private terms; a British steamer, 1453 tons, from Fernandina and Virginia to Hamburg on private terms; a British steamer, 1423 tons, from Fernandina to Venice, 19/; May; a schooner from Charleston to Wilmington, Del., at \$12; a British bark, 526 tons, from Coosaw to Swansea at 16/; chartered abroad, and a schooner, 413 tons, from Charleston to Philadelphia at \$2. At producing points prices of rock are wholly nominal. In South Carolina crude is quoted \$3 25, hot-air-dried \$3 75 and ground rock \$6 50, all f. o. b. Charleston. In Florida prices are nominally steady at \$3 to \$3 25 for river pebble and \$4 25 to \$4 50 for land rock, all f. o. b. Tampa or Punta Gorda.

FERTILIZER INGREDIENTS.

There is a decided improvement in the general market for ammoniates, and prices are firm, with an active demand and good inquiry for futures at current figures. Large deals in blood were made in Chicago this week, one New York buyer placing 1000 tons, when the market became stronger and values advancing. Stocks are reported light in the West, and in no case is there an excessive supply. The market for nitrate of soda is dull, and New York quotations are \$1.60 to \$1.65, as to quantity.

The following table represents the prices current at this date:

Sulphate of ammonia, gas.....	\$3 00@ \$ —
Sulphate of ammonia, bone.....	2 75@ —
Nitrate of soda.....	1 75@ —
Hoof meal.....	1 80@ —
Blood.....	1 90@ 1 95
Azotine (beef).....	1 80@ —
Azotine (pork).....	1 80@ —
Tankage (concentrated).....	1 70@ —
Tankage (9 and 20).....	1 75 and 10
Tankage (7 and 30).....	17 00@ 17 50
Fish (dry).....	22 00@ 23 00
Fish (acid).....	15 00@ 15 50

Phosphate and Fertilizer Notes.

THE Bone Hill Phosphate Co., in Polk county, Fla., is getting in all its heavy machinery, and will soon be ready for mining.

THE Norwegian steamship Hypatia was loading at Brunswick, Ga., with phosphate on the 19th inst. The Hypatia will clear for St. Petersburg and Stettin.

THE British steamship Rockcliff cleared from Fernandina, Fla., on the 20th inst. for Stettin, Germany, with 3150 tons of phosphate rock from A. Newmann.

THE steamship Karoon has been chartered to load phosphate at Fernandina, Fla., for Venice, and the steamship Wickham to load at the same port for United Kingdom or Continent.

ON the 18th inst. there were five British steamships loading phosphate at Fernandina, Fla. They will carry altogether from that port nearly 15,000 tons of phosphate rock. Their draft going out of port will be twenty feet.

THE outlook for the early development of the phosphate deposits of Perry county, Tenn., is said to be more promising. It is stated that some deals have been made within the past few days that indicate the opening up of rich deposits.

A DISPATCH from Ocala, Fla., states that in the list of officers of the Ocala & Blue River Phosphate Co. Mr. E. P. Allen was named as a director and also attorney for the company, which was incorrect. Mr. Allen is the legal adviser of the French Phosphate Co., while Mr. Robert L. Anderson is the legal advisor of the Blue River Company.

MR. K. B. HARVEY, deputy collector of the support of Punta Gorda, reports entries for loading as follows: British steamships

Falshaw from Teneriffe and Undaunted from Cardiff. The bark Samsamund cleared on the 16th inst. for Nantes with 1233 tons of phosphate from the Peace River Phosphate Co., and the steamship Falshaw, for Cuba, charter cancelled.

THE American Fertilizer Co. is about to erect a new fertilizer factory at Macon, Ga., to be completed by December 1. The factory will be located in South Macon, on the line of the Southwestern Railroad, and will have a capacity of 180 tons of guano per day mixed and sacked. The new mill will have no acid chambers, as the company proposes to purchase its acid as needed. Work on the new factory will commence at once, as all the machinery has been ordered.

AMONG the shipments of phosphate from the port of Charleston, S. C., for the week ending April 19 were the schooner Anna E. Ketchum with 500 tons for New York, and the schooner Nellie W. Howlett for Baltimore with 825 tons. The total shipments of phosphate since September 1 amount to 56,481 tons of crude phosphate for domestic ports and 190 tons foreign, with 1365 tons of ground. For the corresponding period last year the shipments amounted to 76,423 tons of crude rock and 948 tons of ground.

THE phosphate shipments through the port of Savannah are reported as very satisfactory so far during the present year. Although the mines in some sections of Florida find it unprofitable to continue operations, the shipments since January 1 are more than treble what they were for the corresponding period in 1894. The following figures will show the increase in shipments and the general movement in phosphate rock through the port: From January 1 of the present year to April 19 the amount shipped to Savannah for export and local use amounts to 21,951 tons, and for the corresponding period in 1894 the amount was 6893 tons, most of which was for export. There are now three ships taking cargoes of phosphate rock. These vessels, when cleared, will carry away between 4000 and 5000 tons to European ports. The total foreign shipments of phosphate rock this year amount already to 14,000 tons. During the next ten days two vessels are expected to load phosphate rock, one with about 2300 tons and the other about 2700 tons. It is stated that the year's receipts at this port for export and otherwise at the present rate will be more than double what they were last year, or considerably more than 100,000 tons.

Monazite in Germany.

A correspondent of the MANUFACTURERS' RECORD, in a letter from Germany, says: "The Deutsche Gas-Gluhlicht Gesellschaft, at No. 5 Molkenmarkt, in Berlin, uses monazite for the manufacture of hoods or mantels, which form an essential part of the Auer incandescent gas burner, which is manufactured in great numbers by this company. A new incandescent gas burner quite similar to the Auer has recently been invented and is being manufactured by a stock company known as C. B. Stobwasser & Co., No. 33 Unter den Linden, Berlin. This firm uses the same materials as the Auer Company, but it is generally supposed that it has been getting its supply of monazite from Brazil. It is thought that Mr. Merck, at Darmstadt, a large manufacturer of the preparations of cerium and lanthanum, could use the American monazite as a raw material."

THE Sheffield Coal, Iron & Steel Co., reported last week as having purchased the three Cole furnaces and 70,000 acres of coal land in Tennessee, has taken offices in Sheffield, and some of the members of the company have secured dwellings there. It is stated by those interested that the property will be put into active operation at as early a date as possible.

MECHANICAL.

The Northrop Loom of Draper & Sons.

In the rapid development of the cotton-manufacturing industry of this country

and solved, and minor as well as major defects remedied. There has not been, however, an appreciable change in plain weaving. Old methods still obtain, and the extreme labor cost of the weaveroom appears to be an item that needs shaving down.

time averages somewhere between five and ten minutes. It seems evident that could the loom automatically supply its own filling when necessary, and not keep the operative continually trotting to its assistance, a great amount of time could be saved and used for other purposes."

This is the main problem, to the solution of which George Draper & Sons, of Hopedale, Mass., have devoted six years of the uninterrupted toil of inventors, workmen and supervisors, regardless of expense and oft-repeated failures. The results of all this toil are now crystallized in a new loom—the Nortarop—which this firm now introduces as a triumph of human energy, skill and patience, stimulated by a liberal and progressive policy.

In the accompanying illustrations this new loom is shown in detail. James H. Northrop is the inventor. He worked out the seemingly-absurd idea of putting a bobbin or cop of filling into a shuttle,

that weavers as a class are proverbially short-lived and consumptive.

Involved in this apparatus are devices that permit the shuttle to vary in position to a certain extent, as it necessarily does in practice, and yet prevent any damage if the shuttle should be abnormally misplaced. It is also arranged so that the loom will stop automatically should the hopper become exhausted, or should the shuttle-eye become clogged so that it refuses to be threaded. All possible emergencies, it is stated, are provided for, and yet but few parts are used. Combined with the filling-changes is a warp stop-motion device that instantly stops the loom when a warp-thread breaks. This combination relieves the weaver of all responsibility. A third combination, made necessary on certain styles of goods where it is not feasible to allow a short end of filling to remain in the warp when an exhausted bobbin or cop is thrown out, is the additional use of a

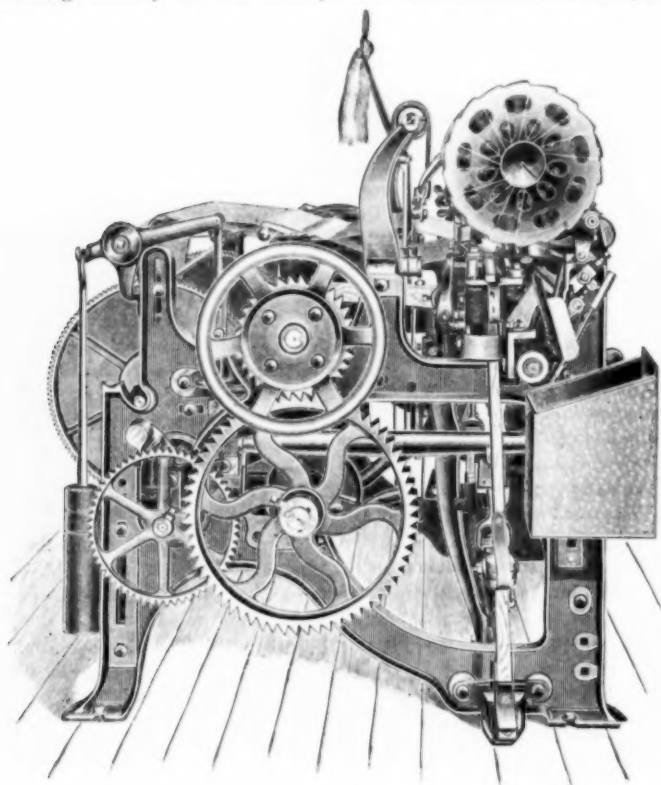


FIG. 1.

there have been produced some marvelous mechanical devices that have many times multiplied the efficiency of the mill operative. As a class cotton machinery has

An expert in reviewing the situation says: "There are so many hand operations necessary that the scope of the weaver is very narrow. The shuttle that flies

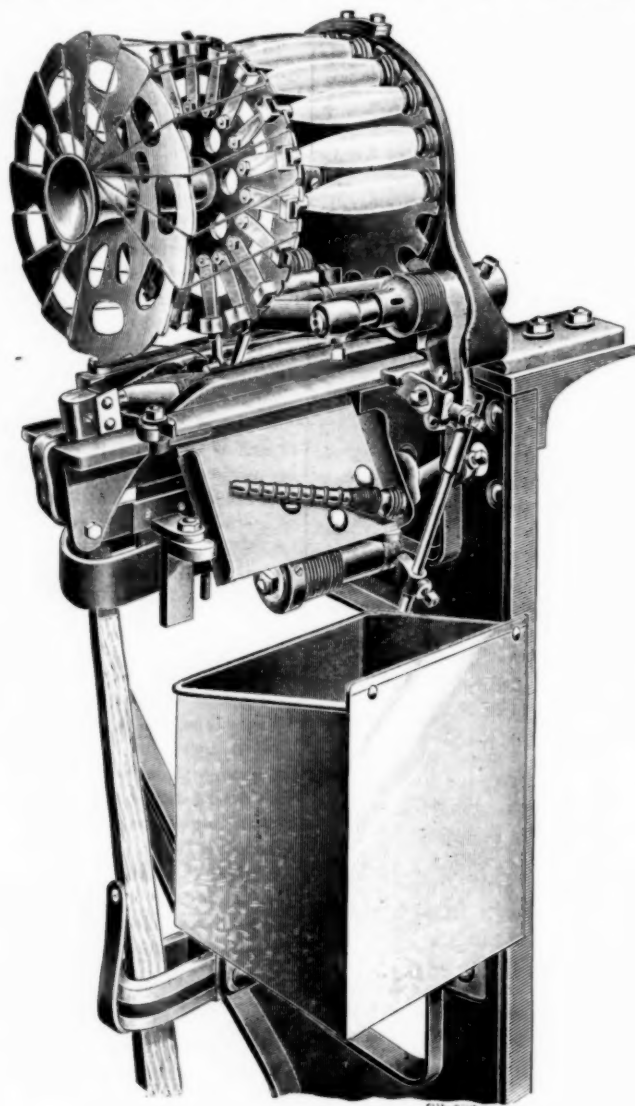


FIG. 8.

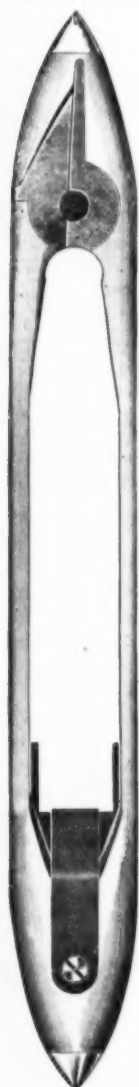


FIG. 2.



FIG. 3.



FIG. 4.



FIG. 5.



FIG. 6.



FIG. 7.

more than doubled in productive capacity during the past generation. It has proven a most attractive and fruitful field for inventive genius. Problems born of new conditions in the business have been met

across the warp, leaving its trail of weft, carries a necessarily limited amount of filling. When this is exhausted the weaver must replenish the supply. On some goods this is necessary every minute, and the

ejecting the spent-filling carrier, and threading the new weft into the eye of the shuttle, all being done without stopping or slowing the loom, the shuttle meanwhile having an intermittent motion of about 200 flights per minute, traveling at a speed of over twelve feet per second. Accomplishing this with simple mechanism places him in the front rank of inventive skill.

As finally developed, this improved loom carries a supply of fourteen bobbins of filling in a hopper, which number could easily be increased. The weaver is therefore relieved of thirteen or more journeys to the loom that would have formerly been necessary. A very important point also from a humanitarian standpoint is the fact that this loom relieves the weaver from the unhealthy act of sucking the filling through the eye of the shuttle, and injuring the lungs through the cotton fibre inhaled. When it is realized that this act is performed about 200,000 times per year by each operative, it is no cause for wonder

device to detect the proper moment when the supply of filling is nearly exhausted, and put in a new supply before the old bobbin or cop is entirely woven off, thus leaving, it is explained, the goods absolutely perfect.

The Messrs. Draper had twelve looms running in one mill for two years during the development of this machine trying early devices, and fifty looms running nearly four years in which later ideas were embodied. More recently they have fitted up and run on a commercial scale continuously since October, 1893, a complete weaveroom of eighty print-cloth looms. This experience, as practical cloth manufacturers, with the Northrop loom showed beyond theory what it could accomplish. They run eighty looms on 28-inch print cloth 64x64 with five weavers, or with sixteen looms to each weaver. As they have had weavers run twenty of these looms, the statement seems well grounded that instead of the present gen-

eral average of six or seven looms to a weaver, more than twice as much can be averaged with the Northrop loom. It is calculated that the labor cost of weaving will about average one-half of the entire labor cost in the mill. If less than one-half the number of weavers are required with this loom, the extent of the saving is apparent.

An important point with this loom is the quality of the cloth produced. The warpstop-motion, it is mentioned, guarantees perfect

shuttle; Fig. 3, full bobbin; Fig. 4, empty bobbin; Fig. 5, cop skewer; Fig. 6, steel heddle; Fig. 7, perspective Northrop shuttle; Fig. 8, details of hopper mechanism; Fig. 9, two Northrop looms shown facing each other. A detailed description of the technical features of this machine can be obtained on application to the manufacturers.

Combined Band-Saw Filer and Setter.

The engraving herewith shows a new tool for woodworkers and others using band

the Doig combined band-saw filer and setter is the only machine that can be placed on the saw-table and file and set a saw without removing the band from the machine, thus doing away with an extra table and the space generally necessary where saws are filed by hand.

A Small Ice Machine.

The small consumer of ice and cold storage will be interested in a new machine being introduced by the Stilwell-Bierce &

chines of from one-half ton to two tons daily capacity.

The Providence Steam Capstans.

In all kinds of business labor-saving machinery is being employed more and more each year in place of hand labor. The steam capstans manufactured by the American Ship Windlass Co., of Providence, R. I., is one of these labor-saving machines which is coming more generally into use. A cut herewith shows this machine. It is being employed more and

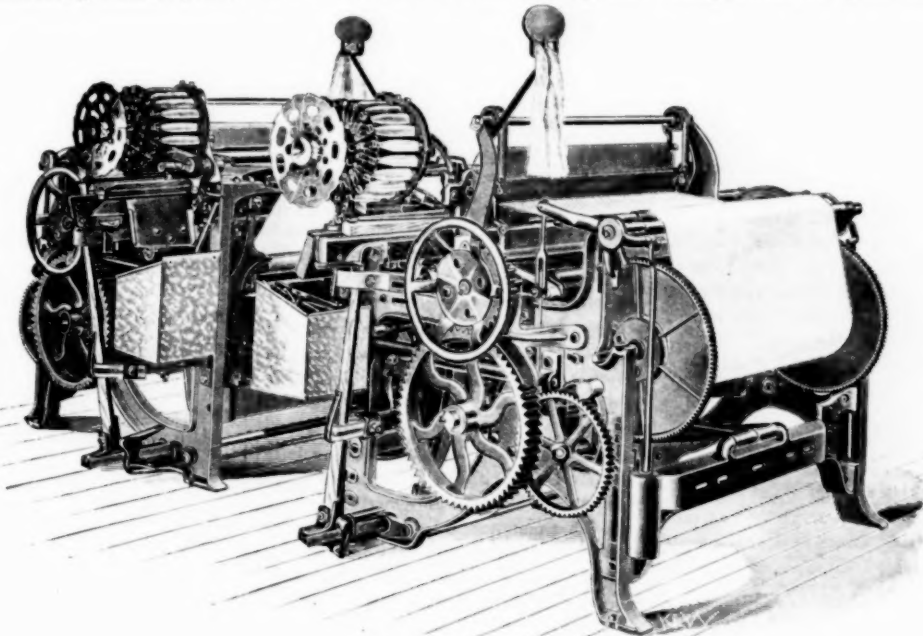


FIG. 9.

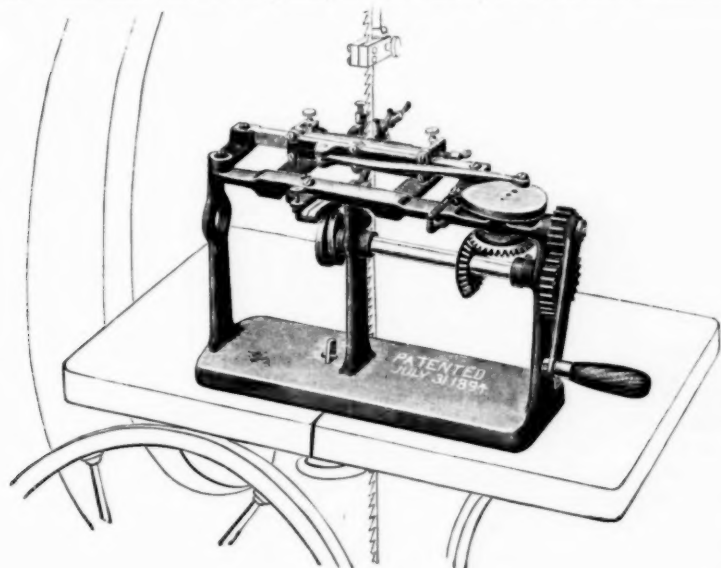
tion so far as warp defects are concerned. Then as the filling is changed with the loom in motion, thin places are almost entirely avoided. It has been found practicable for the weavers to permit their looms to run when they leave the mill at noon or night, and if the power be left on for the noon hour and an hour later at night, there is a considerable gain. By running one shuttle constantly the work of setting the pick is greatly lessened and much of the fixer's time thus saved. As the warp stop-motion prevents more than one thread being broken at one time, the effort of piecing in

saws. It is put upon the market by Wm. S. Doig, of 54 and 56 Franklin street, Brooklyn, N. Y., and is a saw-filing and setting machine combined.

As shown in the engraving, the Doig filer and setter is attached to the table, and without removing or changing the position of the saw, any boy in the shop can file it in a few minutes. By simply removing the file and placing the setter in position, the saw can be set to exactly suit the operator.

Those working band saws know the difficulties to be overcome in order to file and set a saw by hand and have it uniform, and

Smith-Vaile Co., of Dayton, Ohio. As a builder of large machines of this class this company is widely known, and the placing of this new machine on the market with an indorsement by the company is ample guarantee of its utility. We herewith illustrate this machine. It was designed expressly to meet the requirements of hotels, restaurants, butchers, creameries, dealers in fish,



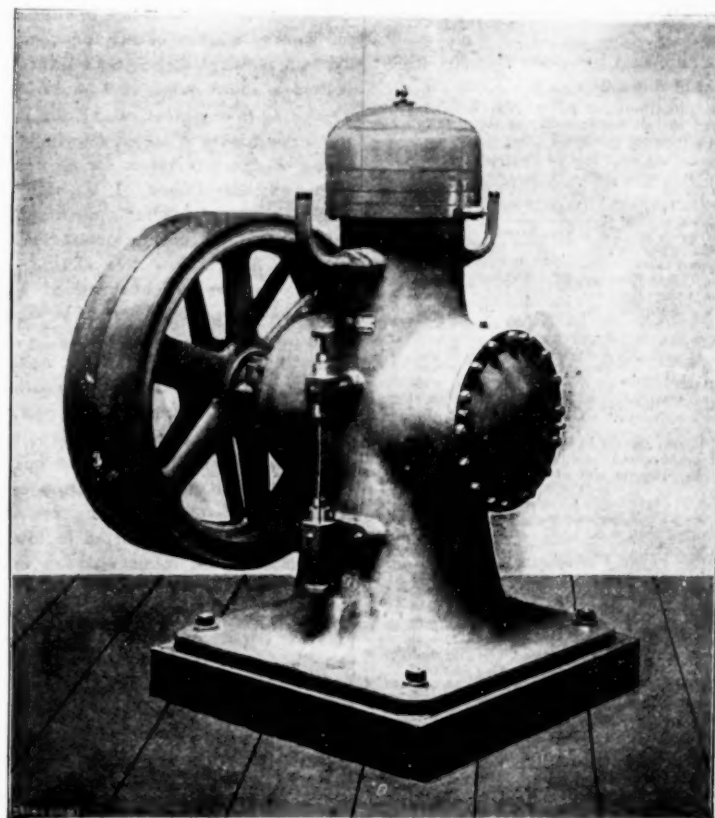
COMBINED BAND-SAW FILER AND SETTER.

is very simple. The art of weaving is simplified by doing away with the necessity for alertness in detecting warp breakage and the necessary skill for piecing in a difficult warp snarl. Pickouts are also substantially avoided. Like all new machines of radical departure, there are in this one undeveloped possibilities. An acquaintance and experience with its mechanism will soon, however, bring these out and further increase the utility of this notable machine.

The illustrations presented herewith show the following: Fig. 1, end view of Northrop loom; Fig. 2, top view of Northrop

that unless every tooth does its work evenly with the rest, the result is not satisfactory. In both filing and setting with this machine every tooth is bound, it is said, to be exactly alike and absolutely true. Each will thus do its proportionate share of the work, securing the best results, and making it is calculated, a saw last two-thirds longer than one filed by hand, with but one-third the expense. After a saw has once been filed into shape, a simple run-over occasionally is all that is necessary to keep it in good condition.

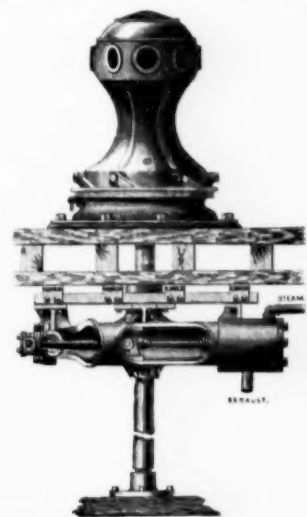
It is claimed by the manufacturer that



A SMALL ICE MACHINE.

oysters, game, etc., who need a simple and cheap ice machine to meet their limited requirements in the way of ice and cold storage. The machine occupies but little space, requires but little attention, small power, and can be driven by belt from any convenient source of power. This style of construction is applied to ma-

a moment what they would take several minutes to do. This size capstan weighs 800 pounds and is very convenient for small steamers, but the manufacturer makes all sizes up to the largest. The engines and capstans are all made to gage, so that whenever the parts wear out they can be replaced at any time from the manufactory.



THE "PROVIDENCE" STEAM CAPSTAN.

more every year, and new uses are developing with its application. This capstan is designed for use on steamships for handling heavy hawsers when backing in to the wharf or for turning round in narrow channels; for elevators, steam tugs, barges, dry-docks, and in manufacturing concerns, in mines and on light river craft. Attention is now called to a new departure made by the very light-draft steamers on the Western rivers in the use of a light steam capstan which the American Ship Windlass Co. has designed for these boats. It saves the labor of many men and does in

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department, on pages 204 and 205.]

Lumber Directory.

Readers of the MANUFACTURERS' RECORD who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

A Big Lumber Contract.

The Litcher & Moore Lumber Co., of Orange, Texas, closed a contract with J. E. Craddock & Co. for 100,000,000 feet of pine logs, to be delivered in its booms at Orange. The cash value of this contract is \$500,000, and is the third of its kind that has been placed by this firm within the past few years.

LUMBER MARKET REVIEWS

Baltimore.

OFFICE MANUFACTURERS' RECORD.
BALTIMORE, April 25.

In the local lumber market there is a slightly better tone prevailing, and the settled weather of the past week has contributed to the activity. Yardmen report a good number of inquiries from various sources, indicating a future business, and prices are generally very steady. Receipts of yellow pine are less liberal, and stocks on hand are ample for present wants. Box-makers are buying rough lumber more freely, but the demand for flooring is not so decided. In white pine and cypress there is some business reported, and values are generally steady at quotations. The hardwood trade is dragging along in the same channel, with very little local business reported. Commission men report a fair trade with out-of-town buyers, but the actual volume of business shows very little expansion. There is very little export business reported, as stocks at all European markets are more than sufficient for present wants, and prices are consequently lower. The local planing mills and woodworking factories report business as slightly improved.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE.		
5-4x10 No. 2, kiln dried.....	\$15 50@	17 50
5-4x12 No. 2, " " " " " " " "	17 50@	18 50
4-4x10 No. 1, " " " " " " " "	16 50@	17 50
4-4x12 No. 1, " " " " " " " "	17 00@	17 50
4-4 narrow edge, No. 1, kiln dried.....	13 50@	14 50
4-4 wide edge, " " " " " " " "	18 00@	18 50
6-4x10 and 12, " " " " " " " "	23 00@	24 00
4-4 No. 1 edge flooring, air dried.....	14 00@	15 00
4-4 No. 2 edge flooring, " " " " " "	11 00@	12 00
4-4 No. 1 12-inch stock, " " " " " "	15 50@	16 50
4-4 No. 2 " " " " " " " "	12 50@	13 50
4-4 edge box or rough wide " " " " " "	9 50@	10 50
4-4 " " " " " " " " (ordin'y widths)	8 50@	9 50
4-4 " " " " " " " " (narrow)	7 00@	8 50
4-4 12-inch " " " " " " " "	10 50@	11 00
3/4 narrow edge.....	6 50@	7 50
3/4 wide.....	7 00@	7 50
3/4 10-inch.....	8 50@	9 50
Small joists, 2 1/2-12, 14 and 16 long.	7 50@	9 00
Large joists, 3-16 long and up.....	9 00@	9 50
Scantling, 2x3-16 and up.....	8 50@	9 50

WHITE PINE.		
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.	48 00@	50 00
3d clear, 4-4, 5-4, 6-4 and 8-4.....	43 00@	44 00
Good edge culls.....	14 00@	15 00
Good stock.....	16 50@	17 50

CYPRESS.		
4-4x6, No. 1.....	20 00@	21 00
4-4x6, No. 2.....	14 00@	15 00
4-4x6, 16 feet, fencing.....	11 50@	12 50
4-4x6, rough.....	9 50@	10 50
4-4 rough edge.....	9 00@	—
4-4 edge, No. 1.....	15 00@	19 00
4-4 " No. 2.....	12 00@	13 00
Gulf, 4-4, Nos. 1 and 2.....	28 00@	30 00
Gulf, 6-4, Nos. 1 and 2.....	31 00@	32 00

HARDWOODS.		
Walnut.		
5-8, Nos. 1 and 2.....	65 00@	75 00
4-4, Nos. 1 and 2.....	80 00@	90 00
5-4, 6-4 and 8-4.....	85 00@	95 00
Newell stuff, clear of heart.....	85 00@	100 00
Culls.....	20 00@	30 00

Oak.		
Cabinet, white and red, Southern, plain-sawn and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	29 00@	33 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@	55 50
Culls.....	10 00@	15 00

Poplar.		
Nos. 1 and 2, 5-8.....	24 00@	25 00
4-4.....	28 00@	30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@	33 50
Culls.....	13 00@	16 00

SHINGLES.		
Cypress, No. 1 hearts, sawed, 6x20.....	7 50@	7 75
No. 1 saps, sawed, 6x20.....	5 50@	6 50
No. 1 hearts, shaved, 6x20.....	6 50@	7 50
No. 1 saps, shaved, 6x20.....	5 00@	—

LATHS.		
White pine.....	2 65@	2 70
Spruce.....	2 15@	2 25
Cypress.....	2 15@	2 25

Norfolk.

[From our own Correspondent.]

NORFOLK, VA., April 22.

The week under review has been characterized by a liberal volume of business in almost every avenue of the lumber market. The situation at present is considered more satisfactory, and the demand is quite pronounced in character, with a firmer tone to values for all grades and dimensions of material. The weather in the North and East is becoming more salubrious, and the building season has already opened, so that a steady and active demand is expected during the summer months. There has been a number of buyers in the market during the present month, while a large amount of stuff has been shipped and a number of cargo orders received. All the mills here are working their usual force of hands on full time. Stocks of lumber are not excessive, but under an active demand will soon be somewhat depleted, and are already showing a scarcity of certain grades and dimensions. The receipts of lumber for the month of March, as reported by Mr. Samuel R. Borum, secretary and superintendent of the Chamber of Commerce, were 27,000,780 feet, logs 8,048,622 feet, staves 347 500, shingles 2,134,050 and railroad ties 10,039. There is a very steady demand for dressed lumber, and all the planing mills are well supplied with orders at somewhat better figures than usual. All woodworking factories are now fully engaged, and are working on full time, and in many cases are behind in their orders. The local building trade is fairly active, and builders expect considerable business during the summer months. The rates of freight on lumber are easier, with a plentiful supply of tonnage at \$2 25 to \$2 40 to New York and sound ports.

Charleston.

[From our own Correspondent.]

CHARLESTON, S. C., April 22.

There is an improvement in the tone of the lumber market of this port, and the demand is fairly active, with prices firm. Although the volume of business is not expanding to any great extent, the character of the market is better, showing a hardening tendency to values for all desirable grades and dimensions. It is stated that a larger amount of lumber could be shipped if facilities for handling material were improved. A representative of the J. R. Stokes Lumber Co. has entered a complaint with the freight bureau in regard to the crowded state of the steamship wharves. The Clyde Steamship Co. has called for estimates of the amount of lumber that the above company will have for shipment this spring, and it is expected that the steamship line will hereafter prepare space for all the lumber offered. In cross-ties there is considerable business doing, and several vessels have been chartered to load with 44-foot ties, the latest charters in New York on the 20th inst. being at 1 1/4 cents, Charleston to that port direct. A charter is also reported of a schooner, 180 tons, Charleston to Hackensack with lumber at \$5 and river towage. The quotations for various grades of lumber are not materially changed, while holders are generally firm in their views and refuse to make concessions in order to effect sales. Merchantable lumber is quoted \$4 to \$16 for city-sawn, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. There is a good inquiry for shingles, and prices are steady at \$5 to \$7 per thousand. Among the shipments of lumber during the week ending the 19th inst. were the following: Steamers Algonquin and Cherokee with 100,000 feet each, and Seminole with 60,000 feet; schooners Thomas A. Ward, 690,000 feet; Clara E.

Bergen, 391,800 feet, and Sarah Potter, 285,000 feet, all for New York. The steamship Yemassee cleared with two cars of shingles and 260,000 feet of lumber among her cargo, and the schooner Robert A. Snyder cleared for New Haven with 256,000 feet of lumber. The total shipments of lumber since September 1 amount to 43,931,338 feet coastwise and 771,123 feet foreign, against 34,978,363 feet for the corresponding period last year.

Savannah.

[From our own Correspondent.]

SAVANNAH, GA., April 23.

There is a general improvement in nearly every department of the lumber industry, both in this city and at milling points throughout the State. There is a fairly active demand from Northern ports, and prices are generally a shade firmer for desirable material. The export demand is light, with few shipments reported during the present month. The list of quotations for lumber shows very little change, and prices at the close of the week were as follows: Ordinary sizes, \$11 to \$12; difficult sizes, \$13 to \$18; flooring boards, \$15 to \$22; shipstuffs, \$16.50 to \$20, and sawn ties, \$10. The following vessels cleared during the week: Italian bark Teocle for Garston Dock with 192,370 feet of pitch-pine lumber and 4630 white-oak staves, with other merchandise; steamers for New York carried out 189,000 feet of pitch-pine lumber; schooner Aaron Rippard, 315,379 feet; brig Wau Bun, 306,000 feet, and Lullie L. Pollard, 427,316 feet, all for Philadelphia; the schooner Jennie Thomas cleared for Baltimore with 506,996 feet of pitch-pine lumber, and steamers for that port carried out about 158,000 feet; the schooner Fostina cleared for Boston with 315,379 feet of pitch pine. The market for charters is unchanged and the supply of tonnage is ample for all requirements. The rates from this and nearby ports in Georgia are quoted at \$4 to \$5 for a range including Baltimore and Portland, Me. Charters reported in New York during the week were as follows: A schooner, Savannah to Millbridge, 250 M feet, at \$5; a bark, 428 tons, Fernandina to New York at \$4 50, and a schooner, 488 tons, Darien to New York, \$4 67 1/2. Steamer rates are unchanged at \$7 to New York and Philadelphia, \$8 to Boston and \$5 to Baltimore.

New Orleans.

[From our own Correspondent.]

NEW ORLEANS, LA., April 22.

In all branches of the lumber industry there is a steady and decided improvement, both in this city and in adjacent milling centres of the State. The labor troubles have been settled, and there is generally a more cheerful tone among exporters and manufacturers. Cypress manufacturers report a very active demand, and are greatly encouraged by the present outlook. At their last monthly meeting, held on the 15th inst. in the Grunewald Hotel, there was a large attendance of members. There was no advance in prices made, but it is expected that at the next meeting they will be raised 50 cents per thousand. The cypress lumber trade is said to be in a very flourishing condition and growing every day, while the demand is greater than ever. All through the hard times the cypress trade has held its own, and the business, even under the depression, has shown a profit. The demand for yellow pine has been fairly active, and good reports are coming from the outlying milling sections of this State and Mississippi. Mr. B. E. Fernow, superintendent of the forestry department of the Bureau of Agriculture at Washington, visited the city several days ago and conferred with leading lumbermen in reference to making an exhibit at the Atlanta Exposition. It has been decided by the Cypress Manufacturers' Association that an elaborate showing will be made at the exposition at At-

lanta of the natural and manufactured cypress of the State of Louisiana. The Southern Cypress Sash, Door and Blind Manufacturers' Association is now fully organized and in good working order. This industry is among the most promising in the State, and the output during the present year is expected to be very large. The officers of the association are H. F. Lewis, president, Patterson, La.; George L'Hote, vice president, New Orleans; W. G. Borman, secretary, and William Roberts, treasurer. The local demand for building is not so urgent as usual at this period of the season, although there is considerable building going on and a number of improvements projected. The local millmen are making a number of improvements in their plants, and are getting them in good shape for the season. The McEwen & Murray Lumber Co., Limited, is putting in a large resawing machine and otherwise improving its extensive plant. This company reports the cypress-lumber trade as good and prices firm. The Jackson Saw Mill has also made some improvements in its cypress plant and sash, door and blind factory in the lower district. The export trade is reported fairly active with European ports, and some very large shipments have been made recently to German ports. The South American and West India trade is very quiet, and the troubles in Cuba have not improved the general market.

Beaumont.

[From our own Correspondent.]

BEAUMONT, TEXAS, April 23.

The lumber market in this section has been characterized by increased activity during the past week, and the volume of business continues to expand, while prices are firm at an advance. The improvements are mostly in the prices of finished and small dimension. The former is very firm at \$1 to \$2 per thousand higher than sixty days ago. Small dimension stuff is bringing \$10.50 at Texas common points, with every indication that it will touch \$11 before many days. There is a good demand for timber, which has also shared in the advance. The Journal in its review of the market says: "There seems to be a determination among manufacturers to recover lost ground, and higher values all along the line may be looked for. Each manufacturer appears now to be trying to get just a little more for his product than his neighbor, whereas two months ago he was straining every point to see how much cheaper he could sell than his competitor. This change is one of the healthiest signs of the times, and leads all to look for continued improvement as the season advances." During the past week the following vessels cleared from Sabine Pass with lumber cargoes: Schooners John H. Buttrick for New York; Asa T. Stowell and A. Denike for Tampico, and A. Dumoise for Port Marie, Jamaica. The last-named vessel was loaded by the Reliance Lumber Co. and the others by the Consolidated Export Co. Among the vessels due to load at Sabine Pass are the schooners Scotia for Tampico and the Senator Sullivan with ties and timber for Tampico for the Mexican Central Railroad. A British steel bark is expected in a few days to load for the River Platte, and the Jennie Woodside, another steel bark, will load for Rio Janeiro. The annual meeting of the Texas and Louisiana Lumber Manufacturers' Association will take place at Houston on May 2, and it is said will be of vital importance to the lumber trade generally.

Orange.

[From our own Correspondent.]

ORANGE, TEXAS, April 23.

The improvement in the lumber trade noted a week ago continues uninterrupted, and the outlook generally is considered very encouraging. The demand may be written active at an advance in figures,

and buyers do not hesitate to place their orders at current prices. Mills are gradually unloading their surplus stocks, and in future will carry only sufficient to supply the current demand. The shingle trade moves along steadily with no surplus stock on hand, and a fair demand at firm figures. No cypress logs have been received this week. There are none on the way, and no water in the swamps to enable those who have cypress timber deadened to cut it down or float it out. The L. Miller Shingle Co. is busy getting its 10-block Perkins rotary into position. Its new boilers have arrived, and, with its many improvements, will have a first-class plant with an increased capacity. The A. E. Smith mill is turning out 175,000 shingles a day, but no dry shingles are permitted to pile up. The Litcher & Moore Lumber Co. expects the three-masted schooner Martha at Sabine Pass today. She will load lumber for Laguna, Mexico, for account of the Litcher & Moore Lumber Co.

Southern Lumber Notes.

THE Spanish bark Marine cleared from Brunswick, Ga., last week for St. Sebastian with 23,000 feet of timber and 337,000 feet of lumber.

THE Long Leaf Lumber Co., of Gadsden, Ala., is building a new saw mill in that city, and expects to have it in operation within three weeks.

THE shipments of timber from the port of Pensacola, Fla., for the week ending the 19th inst. were 167,429 cubic feet, and of lumber 3,260,000 superficial feet.

THE Mallory Line steamship State of Texas cleared from Fernandina, Fla., on the 17th inst. with 200,000 feet of yellow-pine lumber, 225 cases of cedar and 200,000 shingles.

THE Beaumont Iron Works at Beaumont, Texas, shipped six logging cars to Texarkana last week for the Southern Pine Lumber Co. This is the first shipment of a large order recently placed by this Texarkana concern.

THE new planing mill of the Emporia Lumber Co. at Emporia, Texas, will start up in a few days. This will be one of the most conveniently arranged planing mills in the State, having the latest improved machinery for successful operations.

THE recent sale of the Altamaha Cypress Mills, at Brunswick, Ga., has been confirmed by the court, and the purchasers are now in full possession. The Hilton-Dodge Lumber Co., which bought the plant, will put this property into operation.

S. H. FULLERTON, of the Chicago Lumber Co., Atchison, Kans., has purchased the plant at Logansport, La., formerly owned by George W. Howell. It consists of a narrow-gauge road, steamboat, saw mill, planing mill and a large tract of timber land.

AMONG the clearances from Jacksonville, Fla., for New York during the past week were the steamship Iroquois with 250,000 feet of yellow-pine lumber, 3000 bundles of shingles and 2000 crossies, and the schooner J. B. Holden with 320,000 feet of yellow-pine lumber.

THE saw mill of J. R. Hood, at Hood's Station, Miss., was destroyed by fire on the 17th inst., together with about 1,000,000 feet of lumber. There was no adequate means of fighting the fire, and the entire plant, except the planing mill, was destroyed. The loss is said to be between \$12,000 and \$15,000, with no insurance.

THE bark Attantico, which arrived at Newport News on the 23d inst., will take a cargo of staves to a foreign port. The full-rigged ship Bidston Hill is now loading an immense cargo of staves and will sail in a few days for Geestemunde, Germany. The shipment of staves from Newport News is attaining extensive proportions, the indus-

try being of great importance to the commerce of that port.

MR. B. E. FERNOW, chief of the forestry division of the Department of Agriculture at Washington, and also chief of the forestry department of the Cotton States and International Exposition, held a conference on the 19th inst. with the city authorities and commercial bodies of Savannah, at which plans were outlined for a local exhibit for that city. Among the interesting features will be the lumber exhibit, which is intended to show the sizes attainable, the nature of the lumber as it falls from the tree, the usual defects which the manufacturer has to calculate, the grading as established by the accepted rules, the varying grain and the adaptation to various sizes and uses.

A MEETING of the Louisiana Cypress Lumber Association was held last week in New Orleans. A large number of the members of the association were present, and the meeting was characterized by considerable discussion, as various subjects were introduced. Mr. B. E. Fernow, chief of the forestry department of the Bureau of Agriculture, and also chief of the forestry department of the Atlanta Exposition, was present, and urged the association to make an exhibit of the cypress industry at the Atlanta Exposition. In response to his representations it was decided that an elaborate showing would be made of the natural and manufactured cypress of Louisiana. Mr. C. E. McGinn, the lumber agent of the Atchison, Topeka & Santa Fe Railroad, addressed the meeting on the advantage of uniform rates for lumber and the best means to be adopted for the prevention of reclamations. At the conclusion of his address the meeting adjourned.

Iron Markets.

CINCINNATI, April 20.

The forces that have been gathering strength in the general iron market for a month past made themselves decidedly felt near the close of the week. Southern irons, which have been the slowest to respond to the upward tendency, were advanced all along the line under very heavy sales. The advance was small—only 25 cents a ton—and the feeling of the trade is that it will be maintained with ease. The leading producer, the Tennessee Coal, Iron & Railroad Co., had kept on selling at the old schedule, not wishing to make any false start until it has over 200,000 tons of unfilled orders on its books. The other leading companies, Sloss and Woodward, are equally well sold in proportion to their capacity. The feeling of Southern makers throughout is conservative, but this trifling advance seems quite justified by the facts of the market, and it will be fully maintained unless there is a marked falling off in the demand. This seems improbable at present.

In Northern irons the advanced figures are realized without difficulty. Bessemer has sold at \$11 at Pittsburgh, and gray forge at \$9 at valley furnaces. It seems probable that the larger demand for Bessemer will divert some stacks from foundry and forge grades to Bessemer, thus relieving the pressure of these grades upon the market.

Another element of strength that has developed is the scrap situation. Railroads have forced scrap to sale for two years past to provide ready money. The result has been an excess supply and exceptionally low prices. Now it develops that the roads which have forced the material for sale are bare of all kinds of scrap, while the roads which have been holding on are very bullish in their views. Scrap dealers are quick to see the situation, and a short supply and higher prices are the result. It is believed the effect will soon be felt upon forge irons, which have so long been stagnant because of very limited puddling.

The condition of things illustrates very well the general law that evils and inequalities in the trade have a tendency to cure themselves.

We make no formal change in quotations, but the close is strong, with an advancing tendency.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry.....	\$ 9 50@10 00
South. coke No. 2 foundry and No. 1 soft.....	9 00@ 9 25
Hanging Rock coke No. 1.....	11 50@ 12 00
Hanging Rock charcoal No. 1.....	15 00@ 16 50
Tennessee charcoal No. 1.....	13 00@ 14 00
Jackson county stone coal No. 1.....	14 00@ 14 50
Southern coke, gray forge.....	8 25@ 8 50
Southern coke, mottled.....	8 00@ 8 25
Standard Alabama car-wheel.....	15 00@ 16 00
Tennessee car-wheel.....	14 50@ 15 00
Lake Superior car-wheel.....	13 50@ 14 00

CHICAGO, April 20.

Considerable business has been booked during the past week, and inquiries are still coming in, which, though numerous, are confined to small lots for early delivery. Despite the evidence of a very probable general advance in prices of Southern iron in the near future, buyers seem to be reluctant to cover their requirements for any length of time, claiming that they will be able to buy at still lower figures later on. They are likely to be disappointed, for already some of the larger companies have pushed up their figures 25 cents per ton, and expect to be able to maintain them.

Some sales of Lake Superior charcoal iron have been made in lots of 100 and 200 tons. No change in prices.

We quote for cash f. o. b. Chicago:

Southern coke No. 1 soft & No. 2 foundry.....	\$11 50@12 00
Southern coke No. 2 soft & No. 3 foundry.....	11 00@ 11 50
Ohio Scotch softeners No. 1.....	11 00@ 11 50
Lake Superior charcoal Nos. 1 to 6.....	15 00@ 15 50

ST. LOUIS, April 20.

A marked improvement in the iron market has developed during the week just ending: The demand has been exceedingly lively. Buyers had felt for several weeks that iron had touched bottom, and the advance in prices by the Southern furnace companies only coincides with the increased values of Bessemer bar iron and other products. The advance, while slight, has already awakened interest and given new life to the trade.

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$10 25@10 50
Southern coke No. 2.....	9 75@ 10 00
Southern coke No. 3.....	9 25@ 9 50
Southern gray forge.....	9 00@ 9 25
Southern charcoal No. 1.....	14 00@ 14 50
Missouri charcoal No. 1.....	12 50@ 13 00
Ohio softeners.....	14 00@ 14 50
Lake Superior car-wheel.....	15 50@ 16 00
Southern car-wheel.....	16 00@ 16 50
Genuine Connellsville coke.....	4 40
West Virginia coke.....	4 40

We quote for cash f. o. b. New York:

No. 1 standard Southern.....	\$11 75@12 00
No. 2 standard Southern.....	10 75@ 11 00
No. 1 standard soft.....	10 75@ 11 00
No. 1 foundry lake ore coke iron.....	13 00@ 13 25
No. 2 foundry lake ore coke iron.....	12 25@ 12 50
Lake Superior C. C. W.....	15 50@ 15 75
Southern C. C. W.....	17 75@ 18 00

We quote for cash f. o. b. Philadelphia:

Standard Alabama No. 1 X.....	\$11 25@11 50
Standard Alabama No. 2 X.....	10 50@ 10 75
Strong lake ore coke iron No. 1 X.....	12 25@ 12 75
Strong lake ore coke iron No. 2 X.....	11 75@ 12 25
Lake Superior charcoal.....	14 75@ 15 25
Standard Alabama C. C. W.....	16 75@ 17 25

ROGERS, BROWN & CO.

Artificial Stone.

Dr. James H. Powe, of Cheraw, S. C., in a letter to the MANUFACTURERS' RECORD, says that Mr. W. H. Melton, of that town, has invented a cement under a patented formula which he claims promises to prove of great value. Sand, clay, earth or even mud or gravel are used in the composition. Upon the addition to any of these materials of the adhesive ingredient the mass immediately becomes nearly as hard as stone. Under this system construction is very cheap. After making proper molds, heat being used to make the mixture combine, bricks, tiles for pavements, drain pipes, etc., can be very inexpensively molded. Blocks can be made for cisterns, for house steps, piers for bridges or mill dam work. Dr. Powe, who makes these claims, and the inventor are anxious to organize a company to handle this patent.

THE Petersburg (Va.) Chamber of Commerce has elected the following-named officers: Bartlett Roper, president; Simon Seward and L. L. Marks, vice-presidents.

The Railroad Speed Record Broken Between Philadelphia and Atlantic City.

A Special Train Over the Pennsylvania Double Lines to the Sea Annihilates Time.

The magnificent physical condition of the Pennsylvania Railroad's double lines to Atlantic City was fully attested April 21 in the splendid run made by the special train from Philadelphia to Atlantic City. The train put out of the slip at Market street wharf at 5 30 A. M. precisely, and fifty-one and one-half minutes thereafter came to a stop in Atlantic City station.

The train left the station in Camden six and a-quarter minutes after the departure from the Philadelphia side, so that the actual running time was only forty-five and three-quarter minutes. The distance by this route is fifty-eight and three-tenths miles, and the average speed was seventy-six and one-half miles per hour. This is the fastest time ever made between the Delaware and the Atlantic ocean, and is actually the fastest time ever made by any railroad train for the distance. From Winslow to Absecon, twenty-four and nine-tenths miles, an average speed of eighty-three miles per hour was maintained.

The fastest single mile was made in forty-one seconds, which is an average of eighty-seven and eight-tenths miles per hour.

This is the most notable performance in railroad speed which has yet been recorded. It could not be accomplished without the aid of the best and most substantial road-bed, the finest modern equipment and the skillful management of experienced men.

No portion of the Pennsylvania system, off the world-famous main line, is superior to the division over which this phenomenal run was made. The track is laid with heavy steel rails on stone ballast, a great part of which has been renewed during the past winter, and the movement of trains is protected by block signals. The equipment has been greatly improved by the addition of locomotives of the highest standard and handsome coaches and parlor cars.

These facts are of peculiar interest, in view of the great traffic which the summer will bring to this popular route.

The management is fully alive to the demand for the best accommodations and the quickest time consistent with safety, and the summer schedule will undoubtedly present the largest number of the best-equipped and fastest trains ever enjoyed by the travelers between the Delaware and the ocean.

An Attractive Southern Property.

The advertiser has for sale one of the most attractive properties in the South. It comprises 1300 acres, 450 being in cultivation and 700 in virgin pine forest. It has exceptionally good railroad facilities. The land will produce large crops of corn, cotton, tobacco and all ordinary crops, and is particularly well-suited to trucking and fruit-growing. In the centre of the property there is a beautiful clear lake covering 150 acres, which abounds in fish and is a favorite haunt of ducks and other waterfowl. It is admirably adapted to boating, bathing, etc. The land surrounding the lake is entirely free from swamp and marsh, and affords beautiful sites for residences. The forest and fields abound in all kinds of game. As a hunting preserve this place cannot be surpassed. It could be made one of the most delightful homes in the South. For a fine resort hotel no better place can be found in America. The locality is pre-eminently healthy. Price \$10,000. For particulars address B. S. C., care MANUFACTURERS' RECORD. †

Withdrawal of Train Service via Southern Railway.

The Pennsylvania Railroad Co. announces that on and after Sunday, April 21, the Southern Railway Express No. 53, southbound, leaving Baltimore 8 37 P. M. daily, will be withdrawn; also Southern Railway Express Second No. 46, northbound, on and after Monday, April 22. After these dates connection for Florida via Southern Railway will be made by train leaving Union Station, Baltimore, 9 20 P. M.

WHEN you visit New England ask for tickets via the safe and reliable Norwich Line at all the principal ticket offices in Philadelphia, Washington, Baltimore, Harrisburg and all points South and West. Passengers for Boston and the East can procure tickets by the Norwich Line and thus avoid the inconvenience of carriage transfer in New York, as steamers leave the pier adjoining Pennsylvania Railroad ferry, foot of Desbrosses street.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

†In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Arbacoochee—Gold Mines.—J. H. Houston, of Arbacoochee; Wm. Ledbetter and E. E. G. Roberts, of Anniston, and C. M. Harper, of Rome, Ga., are pushing developments on their gold property, having recently struck a rich vein.

Gadsden—Bridge.—An election will be held in August to vote upon issuing \$30,000 in bonds for building a free bridge. Address the mayor.

Greenville—Telephone Exchange.—The Southern Telephone Construction Co., of Atlanta, Ga., will locate a telephone exchange in Greenville.

Kaolin—Lumber Plant, etc.—J. M. Cox will add saw-mill, planing, shingle and lath machinery, sixty horse-power boiler and engine, corn mill, etc., to his lumber plant.

Opelika—Flour Mill.—The Russell street flour mill will be overhauled and operated. It has been idle for two years and has a daily capacity of 200 barrels of flour and 500 bushels of meal.

Uniontown—Rope Mill.—B. F. Harwood will enlarge his rope mill and add machinery.

ARKANSAS.

Buffalo—Concentrating Plant.—J. W. Freeman, of Joplin, Mo., has contracted to erect a \$6000 concentrating plant at Buffalo City.

Little Rock—Water-power Development.—It is reported that a company has been organized with \$300,000 capital to improve two mountain streams near Little Rock, where, it is claimed, a 60-foot fall with forty feet of water can be obtained, and back water sufficiently to carry over any possible drouths, and that, by the use of turbine water-wheels, a power can be created which will generate electricity sufficient for lights and power for a city of 500,000 inhabitants.

Little Rock.—The Little Rock Tobacco Co. has been organized with D. P. Fugh as manager, and Geo. C. Payne, salesman.

Little Rock—Mercantile.—The Carter-Battle Grocer Co. has been organized with a capital stock of \$150,000 by E. H. Carter and others.

FLORIDA.

Florida—Phosphate Lands.—T. M. Weir and E. M. Hendry, of Tampa, have sold 620 acres of South Florida phosphate lands to Eastern capitalists.

Harney—Lumber Plant.—The Hillsborough Cypress Co. has been incorporated to operate lumber plants, etc., by Thos. H. Walker, Wm. H. Kendrick and Giles M. Wing; capital stock \$100,000.

Key West—Bridges, etc.—A bill has been introduced in the legislature to authorize Monroe county to issue \$350,000 in bonds for constructing a public highway and the finishing of draw-bridges to connect the island of Key West with Key Largo. Address the county clerk.

Tampa—Cigar Factory.—Andre & Bro., of Ocala, will establish a cigar factory in West Tampa; will erect a \$4000 building.

GEORGIA.

Abbeville—Shingle Mill.—Wadkins, Nelson & Co., noted last week as adding shingle machinery, will

shortly organize as the Serage-Wadkins Co. and manufacture cypress porch columns, balusters, newels, etc.; plant already established.

Atlanta—Water Works.—The Bon Air Hotel Co. will construct water works for hotel.

Augusta—Glass Works.—Jas. P. Verdery, Geo. J. Howard, Jesse Thompson, S. M. Whitney, Geo. R. Lombard and Chas. H. Howard have incorporated the Imperial Glass Works with a capital stock of \$25,000.

Ballground—Talc Deposits.—C. H. Cox has discovered a large deposit of white talc without grit.

Emerson—Cotton Mill.—D. P. Morris & Co., of Atlanta, Ga., have purchased the Jones grist mill near Emerson, and will equip it with cotton-spinning machinery.

Fort Valley—Cannery.—A company has been organized to erect a cannery of 20,000 cans capacity daily. Address F. G. Withoft, Dayton, Ohio.

Hogansville—Cannery.—The Hogansville Canning Co. proposes to establish a cannery, and has petitioned for incorporation; capital stock to be \$5000. R. H. Jenkins, J. F. Mobley, J. M. Buttrill, R. W. Trumble and others are interested.

La Grange—Cotton Mill.—J. E. Dunson, W. A. Holmes, J. G. Truitt, C. V. Truitt, C. D. Hudson and others have petitioned for the incorporation of the West Georgia Mills for manufacturing cotton goods. The capital stock is to be \$200,000.

Macon—Fertilizer Factory.—The American Fertilizer Co., Mitchell Rodgers, president, will build a fertilizer factory of 180 tons capacity daily and employ forty men. Machinery has been ordered.

Rising Fawn—Iron Furnace.—The Walker Coal & Iron Co. has put in blast its furnace after an idleness of five months. Orders are now on hand for six months ahead.

Rockmart—Pyrites Mines.—George H. Clark, of Cedartown, and M. T. Singleton, of Rockmart, are developing iron pyrites mines.

Savannah—Rice Mill.—The Savannah Steam Rice Milling Co. will rebuild its burned rice mill.

Savannah—Shoe-blackening Factory.—The Seeman Manufacturing Co. will manufacture shoe-blackening.

Thomasville—Brick Works.—The Thomasville Brick Co. has applied for a charter. T. M. McIntosh, William Miller, S. L. Hayes, Robert Dekle, B. D. Fudge, W. R. MacIntyre, L. Steyerman and S. Steyerman are the incorporators. The company will operate an extensive brick-yard on the Ochlockonee river, six miles from Thomasville.

Valdosta—Lumber Mills.—G. W. A. W. and W. B. Seymour have incorporated the Seymour Lumber Co. to operate lumber mills, etc., with a capital stock of \$5000, and privilege of increasing to \$100,000.

KENTUCKY.

Bardstown—Electric-light Plant.—An electric-light plant is talked of, and O. Arnold is said to be interested.

Cattlettsburg.—The Standard Briquettes Co. and the People's Telephone Co. have been chartered.

Louisville—Lumber Plant.—Ballard & Ballard have purchased the Beargrass Lumber Co.'s plant for \$20,000.

Louisville.—The Diamond Corundum Co., capital stock \$10,000; the Excelsior Novelty Works, capital stock \$5000, and the Louisville Gas Saving Co., capital stock \$4000, have been incorporated.

Louisville—Book Company.—The Woodward Book Co. has been incorporated with a capital stock of \$10,000 by D. F. Gade, Florence Gade, A. E. Cullen and Christina Woodward.

Louisville—Gas Plant.—The Kentucky Heating Co., incorporated last week, will erect a gas plant.

Louisville—Printing Company.—The Justice Printing Co. has been incorporated with a capital of \$1000 by Geo. W. Smith, Wm. L. Drake and E. Miller.

Paris—Cannery.—A company has been organized to establish a cannery.

Paris—Telephone System.—The city council has given the Paris Telephone Co. a 10-year franchise in this city, and the company, which has just organized, will begin at once to construct systems. H. A. Power is president, and Dr. H. H. Roberts, secretary and treasurer.

LOUISIANA.

Alexandria—Wagon Factory.—J. N. Bender, of Texarkana, Ark., will erect a wagon factory in Alexandria; site has been purchased.

Monroe—Cotton Compress.—John P. Parker, of Monroe, and F. Strueby, of New Orleans, have contracted with R. D. Webb & Co., of Minden, La., for the erection of a 1000-bale compress.

New Orleans—Electric Plant, etc.—The St. Charles Hotel Co. will erect a separate building for its machinery plant, to include boilers, engines, dynamo, etc.

New Orleans—Engine Works.—The Standard Fireless Engine Co., Limited, has been incorpo-

rated with a capital stock of \$1,500,000 to manufacture engines, etc. Thos. J. Woodward, T. Nagel, Wm. C. Wilson, Charles Thiel, John T. Purvis and others are directors.

New Orleans—Telephone Exchange.—An ordinance granting to A. T. Moss, G. R. Penrose, W. P. Richardson, J. W. Stone and their associates, etc., the right to construct, maintain and operate a new telephone exchange has been introduced in the city council.

New Orleans—Sugar Factory.—The Gramercy Co., Limited, will be organized for the purpose of erecting a central sugar factory on the line of the Mississippi Valley Railroad. M. R. Spelman, general agent of the Illinois Central Railroad, will be president of the company, and Stuyvesant Fish, president of the Illinois Central Railroad, with New York and Chicago capitalists, will be interested. The proposed plant is to have a daily capacity of 1000 tons of cane, making 200,000 pounds of sugar per day, and Leon Hauptman has charge of constructing and erecting the machinery, and D. M. Woods, charge of erecting buildings. The cost of the plant will be \$250,000, and plans are made for increasing next year to 2000 tons daily capacity at an additional cost of \$200,000.

New Orleans—Transportation.—The La Fourche Transportation Co., Limited, has been incorporated with a capital stock of \$3600 to operate steamboats, etc. Wm. P. Nicholls is president, and Barnaby Rivet, secretary.

MARYLAND.

Baltimore—Real Estate.—The Walbrook Real Estate Co. has been incorporated by Henry F. New, Milton H. Mettee, Ruxton M. Ridgely, Ridgely Gaither and Alfred T. Jones, Jr., with a capital stock of \$50,000. This company is the owner of the tract of forty-six acres on the south side of West North avenue, recently purchased from the North Baltimore Land & Improvement Co. for \$171,000, and the property will be at once developed.

Baltimore—Tack Works.—E. V. Cordell and Edward L. Coulson have organized the Clift n Tack Works, and will locate a plant on Jenkins lane, near Greenmount avenue. Machinery all purchased, and fifteen hands will be employed.

Baltimore—Mercantile.—The Stonebraker Chemical Co. has been incorporated for the purpose of selling medicines. The capital stock is \$25,000, and the incorporators are Frank M. Hall, William P. Hall, Irvin L. Hall, William Headington and Percy G. Smith.

Hyattsville—Water Works.—The Citizens' Improvement Association is heading a plan for water works, and is considering plans, etc., from contractors.

Snow Hill—Water Works.—J. R. Moreland, of Wilmington, Del., and M. M. Gillett, of New York, have completed the plans for the new water plant to be erected at Snow Hill. The surveys will be commenced about May 1, and the plant will cost \$18,000.

St. Helena (P. O. Baltimore)—Machine Works, etc.—The Henry McShane Manufacturing Co. expects to commence work on its new plant at St. Helena, on the Baltimore & Sparrow's Point Railway, about the latter part of May. The foundry, a building 200x400 feet, is under roof, and the interior fittings are now being put in place. The roof is being put on the power-house, and next week two 250 horse-power boilers will be installed. Four hundred men will be employed at the St. Helena plant when it is put in full blast. It is expected to melt daily from seventy-five to 100 tons of iron.

Thurmont—Signal Works.—The American Signal Co. will erect an additional building to its signal works.

Thurmont—Water Works.—The Thurmont Water Co. will extend its mains 1500 feet.

MISSOURI.

St. Louis—Machine Works.—The Fernholz Brick Press Co. has been incorporated by Emil Fernholz, G. A. Buder, T. L. Meyers and Arthur E. Kammerer. The company will make brick machines.

St. Louis—Machine Works.—The Marsh-Hight Manufacturing Co. has been incorporated with \$3000 capital by W. L. Becker, John A. Marsh and George B. Hight to make machinery, tools, etc.

NORTH CAROLINA.

Asheville—Lumber Plant.—Geo. W. Vanderbilt has purchased the French Broad Lumber Co.'s plant for \$17,250. One hundred hands will be employed shortly.

Forest City—Cotton Mill.—The Florence Mills will be greatly enlarged.

New Berne—Cotton Mill.—The citizens have determined to accept a proposition for a cotton mill, and are now raising the required \$50,000. A \$100,000 plant is proposed. Address J. E. Latham.

North Carolina—Gold and Monazite Mines.—A

dispatch from Newark, N. J., states that Wm. E. Hidden, of that city, has returned from London, having completed contracts for developments in North Carolina mineral lands. These interests were capitalized while Mr. Hidden was in London for \$200,000, and a company was formed called the Piedmont Mineral Co., Limited. Mr. Hidden was made director of the company and was appointed the American manager. The company owns 2600 acres of valuable mineral lands in the mountains of North Carolina, and also owns all the mineral rights in another tract of 1000 acres. The principal mineral to be mined is gold, rich deposits of which exist on one tract, which is sixty miles east of Asheville. Another valuable mineral to be mined is monazite, which exists in large quantities on the company's property.

Roper City—Electric-light Plant.—The erection of electric light plant is talked of.

Weldon—Cotton Mill.—The Roanoke Mills Co., now forming, has succeeded in placing a large amount of its proposed \$500,000 capital in the North and South. A plant of 30,000 spindles and 1200 looms is proposed. Address care of the United Industrial Co., 120 Broadway, New York.

Winston—Flour Mill.—It is proposed to organize the Wachovia Milling Co., capital stock \$25,000, to erect a flour mill to have seventy five barrels daily capacity, three runs of stone on meal and feed and eight bins to hold 15,000 bushels of grain. J. B. Vaughn, J. M. Rogers, J. J. Norman and H. E. Fries are soliciting subscriptions.

SOUTH CAROLINA.

Abbeville—Cotton Mill.—Endeavors are being made to organize a cotton mill company by P. Rosenberg and A. W. Smith.

Central—Cotton Mill.—The Norris Cotton Mills has fully organized with D. K. Norris, president; subscriptions to stock amount to about \$70,000.

Charleston.—Charter issued to the West End Bathhouse Co., the incorporators being C. W. Bailey, E. A. Denning and C. E. Prioleau; capital \$2500.

Edgefield—Cotton Mill.—Over \$90,000 has been subscribed to the capital stock of the proposed new mill, and a 10,000-spindle plant will be built. Alvin Hart can be addressed.

Greenville—Tobacco Works.—A commission has been issued to the Furman Robb Co. to manufacture smoking and plug tobacco and cigars and cigarettes; capital \$10,000 with right to increase to \$20,000.

Mullins.—Charter has been granted to the Planters' Warehouse Co. The required amount of the capital stock has been subscribed and paid in.

Spartanburg—Flour and Meal Mill.—J. L. Howell, Geo. B. Dean, Jno. E. Bomar and A. B. Webber have organized the Spartanburg Milling Co. and will erect a flour mill of fifty barrels and meal mill of fifty barrels daily capacity.

TENNESSEE.

Chattanooga—Telephone System.—The new Citizens' Telephone Co. has obtained franchise; W. D. Carswell, president.

Chattanooga—Flour Mill.—C. C. Shelton and E. M. Smith will erect a flour mill; building to be 50x150 feet; site secured.

Jonesboro—Box and Crate Factory.—A. J. Cloyd will engage in manufacturing boxes, crates, chicken-coops, etc.

Knoxville—Bottling Works.—The Dixie Water Co. will be chartered to put in a plant for bottling mineral water; machinery has been ordered. Address C. W. Steele.

Lewisburg—Pencil Factory.—The American Pencil Co. will erect a factory, and has let contracts for same; A. Chapman, manager.

TEXAS.

Alvarado—Water Works, etc.—The Alvarado Water Supply & Electric Co. has been organized by M. Sansom, H. R. Jones, T. B. Pope, E. P. Reynolds and others; stock to the amount of \$10,000 has been subscribed.

Comanche.—Chartered: The Moodie Company, capital \$5000, for dealing in live stock, etc.

Dallas—Mining Company.—Chartered: The Baby Shoe Mining Co., capital stock \$1,000,000; incorporators, Thomas H. Bates, Robert E. Ricks and Thomas S. Layton.

Fort Worth.—The Texas Co-operative Investment Co. filed charter. Its capital stock is \$10,000, and H. B. Cocke, A. H. Garnett and John P. King are the incorporators.

Galveston—Brewery.—A meeting of subscribers to the stock of the Galveston Brewing Co. was held last week and directors chosen as follows: Adolphus Busch, Wm. J. Lemp, Sr., Wm. J. Lemp, Jr., B. Adoue, H. Wilkens, B. H. Peters, John Reymersshoffer, F. Hacker and Waters S. Davis. Complete detailed plans of the proposed brewery will be completed within three or four

weeks, when bids will be asked for, the contract let and the work begun.

Hico—Flour Mill.—The Hico Roller Flour Mills will put in machinery to double its capacity of 100 barrels.

Lancaster—Water Works.—The Lancaster Water, Light & Ice Co. will be organized at once to build the system of water works lately noted. Artesian wells will furnish the supply; population 1200.

New Braunfels—Oil Mills.—The Texas & Honduras Trading Co., capital stock \$100,000, has filed a charter. W. H. Crain and J. B. Diffee, of New Braunfels; T. S. Diffee, of San Marcos; J. M. Hamilton and Frank Crain, of Cuero, are the incorporators. The charter sets out that the government of Honduras has given Mr. Diffee the exclusive right to manufacture corosa-nut oil in the department of Colon. The company proposes, however, to make coconut and other nut oil.

Port Lavaca—Water Supply.—The citizens propose to raise a bonus to secure artesian-well water supply.

San Antonio—Sewer-pipe Works.—The San Antonio Sewer Pipe Co. has been organized with Aaron French, of Pittsburg, Pa., president; Nelson Mackey and Geo. W. Russ, of San Antonio, vice-president and treasurer, respectively. At a meeting of the incorporators the capital stock was fixed at \$100,000 and the articles of incorporation were prepared. The company has purchased from Mr. Mackey his clayfields near Elmendorf and his large factory building in San Antonio, and will at once place an order for the necessary machinery, and expect to begin the manufacture of sewer pipe, terra-cotta and tiling within the next few weeks.

Texarkana—Repair Shops, etc.—The Cotton Belt Railroad has closed proceedings for a 40-acre site on which to build its repair shops and roundhouse.

Victoria—Oil Mill.—About all the required capital for an oil-mill company has been subscribed.

VIRGINIA.

Bridgewater.—A charter has been granted to the Thermo-Lithia Springs Co., the incorporators being John W. Click, M. D. Miller, B. S. Garber, G. W. Thomas and James R. Shipman. The maximum capital stock is to be \$20,000. It is the purpose of the company to acquire property in the neighborhood of Bridgewater, and to erect buildings and operate a hotel and summer resort. J. W. Click is president.

Fredericksburg—Railroad Shops.—The roundhouse, shops, etc., of the proposed Virginia, Fredericksburg & Western Railroad will be located in Fredericksburg. Address care of William A. Little, Jr.

Norfolk—Trunk Factory.—Chartered, the Norfolk Trunk Manufacturing Co., the capital stock being not less than \$4000 nor more than \$10,000. A. S. J. Gammon, of Norfolk, is president; Henry Morris, of Tarboro, N. C., vice president; Joseph Morris, of Norfolk, secretary and treasurer; the above and Myer Morris, of Tarboro, N. C., and Max Pincus, of Norfolk, directors.

Pearisburg—Tannery.—Leas & McVitty, of Philadelphia, Pa., are building a tannery of 100 hides daily capacity.

Roanoke—Horse-shoe Plant.—The Young Men's Business League is negotiating with the Chicago (Ill.) Horse Shoe Co. (Gideon N. Caleb, president,) looking to the removal of the company's plant to Roanoke.

WEST VIRGINIA.

Fayette County—Coal Mines.—Dixon & McDonald, of Montgomery, W. Va., have leased coal lands in Fayette county and will develop same.

Fayette County—Coal Mines.—W. R. Johnson and W. T. Leavelle, of Montgomery, W. Va., have leased coal lands and will develop same in Fayette county.

Harper's Ferry—Brewery.—James McGraw will erect a brewery to cost \$25,000; plant to employ sixty men.

Huntington—Telephone System.—H. E. Matthews and associates have secured franchise for telephone system, and will organize the Huntington Mutual Telephone Co. to construct same.

BURNED.

Cheneyville, La.—Clifton Cannon's sugar-house; loss \$40,000.

Hood's, Miss.—J. R. Hood's saw mill; loss \$15,000.

Lea Springs, Ark.—Frank Carver's saw mill.

Tampa, Fla.—E. A. Washburne's laundry; loss \$3500.

Texarkana, Ark.—The Central Coal & Coke Co.'s lumber mill and three dry-kilns; loss \$50,000.

J. A. FAY & EGAN CO., of Cincinnati, Ohio, has shipped this week a large order for wood tools to the Western Australian government for use in one of its railway shops. This is the second large equipment that it has furnished within the past five years. Incidentally, it may be stated that this progressive manufacturing concern carries nearly \$50,000 of wood tools in its stores at Sydney and Melbourne, and claims to sell 90 per cent. of the American tools that are used in Australasia.

BUILDING NOTES.

Anderson, S. C.—School.—Plans by Tinsley & Wilson, of Lynchburg, Va., have been accepted for a school building to cost \$15,000; J. M. Sullivan, chairman committee.

Atlanta, Ga.—Hotel.—For information regarding the 40-room hotel to be built by Mr. Coolidge, of Boston, address H. M. Atkinson, Atlanta.

Atlanta, Ga.—Hotel.—The Bon Air Hotel Co. has been incorporated with a capital of \$65,000, and will improve the Bon Air Hotel.

Atlanta, Ga.—Theatre.—Mrs. Littleton, of San Francisco, has secured concession for a theatre and organized a \$100,000 company to erect the building. Address care of the Cotton States & International Exhibition Co.

Augusta, Ga.—Auditorium.—A plan has been formulated for raising the funds to erect a large auditorium to cost \$30,000. C. G. Goodrich and others are interested.

Baltimore, Md.—The City & Suburban Railway Co. will erect a large building at Colgate Creek, opposite Point Breeze. Plans for the buildings are being prepared by Thomas Osborne and A. L. Gorter, and \$15,000 or \$20,000 will be expended on same. The plans are for a structure 250 feet long by eighty feet wide, located on an elevation at a distance of eighty feet from the water's edge, have veranda twelve feet wide, bathhouses, etc.

Baltimore, Md.—Apartment-house.—The Bachelors' Apartment Co. has been incorporated by Albert L. Gorter, Thomas Osborne, Robert A. Blay and W. George Weld, of Baltimore, and Herman G. Odenwald, of Anne Arundel county, with a capital stock of \$25,000, to erect an apartment house.

Baltimore, Md.—Courthouse.—Contract for erecting the temporary courthouse has been let to Willis & McClellan at \$17,794.

Bedford City, Va.—Temple.—Contract for erecting the new Masonic temple has been awarded to E. G. Buck at \$5500.

Centreville, Md.—Granary.—The Centreville Manufacturing Co. may build a granary.

Charleston, W. Va.—Ben Baer and Schwabe, May & Co. will erect two business buildings of brick, fire-proof structures, each thirty-six feet wide, 120 feet long and four stories high; will cost about \$25,000.

Charlottesville, Va.—The Charlottesville Hardware Co.'s proposed building is to be four stories high, with granite front.

Chestertown, Md.—Engine-house.—A \$5000 engine house is contemplated. Address the mayor.

Fort Thomas, Ky.—Hall.—Sealed proposals, in triplicate, will be received until May 15 for constructing at Fort Thomas, Ky., one infantry drill hall and for plumbing for same. Address R. B. Turner, sixth infantry, U. S. Army, Newport, Ky.

Fort Myer, Va.—Barracks, etc.—Sealed proposals, in triplicate, will be received until May 15 for constructing one double barracks and two double sets of officers' quarters at Fort Myer, Va. Information furnished on application to Major C. R. Barnett, depot quartermaster, Washington, D. C.

Gonzales, Texas—Hotel, etc.—C. T. Rather and J. R. Randle will erect a building for hotel and business purposes to cost \$20,000.

Lawrenceville, Ga.—Hotels.—M. E. Ewing will erect a three-story 40 room hotel, and W. E. Brown will erect a hotel.

Louisville, Ky.—Dwellings.—Fred Erhart has prepared plans for a residence for John W. Ormsby, to have electric bells and lighting, etc.; cost \$4000. R. C. Stephens has prepared plans for residence for L. Stephens, to have marble mantels, electric bells, gas fixtures, grates, etc.; cost \$7000. Curtin & Hutchings have prepared plans for residence for R. M. Cunningham, to have tin roof, galvanized-iron cornices, electric bells, gas fixtures, grates, etc.; cost \$6000. C. S. Keller has prepared plans for residence for A. Collins, to have electric bells, gas fixtures, grates, etc.; cost \$4000. A. M. Worthington will erect three residences, to have galvanized-iron cornices, parquette flooring, wood mantels, plate and stained glass, blinds, electric bells, speaking tubes, etc.; cost \$14,000.

Louisville, Ky.—Warehouse.—H. Neb has prepared plans for a warehouse and store building for C. W. Dusch, to have tin roof, galvanized-iron skylights, iron beams and columns, plate glass, electric bells and lighting, gas fixtures, hydraulic passenger elevator, plumbing, washstands etc.; cost \$5000.

Lynchburg, Va.—Association Building.—The Young Men's Institute will erect a large building; L. L. Martin, corresponding secretary.

Madison, Ga.—Schools.—Plans by Tinsley & Wilson, of Lynchburg, Va., have been accepted for school to cost \$14,000 and one to cost \$3000; Wm. A. Musten, chairman.

New Martinsville, W. Va.—Bank Building.—Plans and specifications for proposed Wetzel County Bank building will be at Chas. R. Goetze's, corner Twelfth and Market streets, Wheeling, W. Va., from Monday, April 22, until April 30, and on that date the sealed bids will be opened at the Wetzel

County Bank, New Martinsville. Bids will be received on building complete, and separate bids on stone, brick and woodwork, including glass.

New Orleans, La.—Liceo Nelson has permit to build \$4000 frame cottage.

Paris, Texas—Courthouse.—The proposed courthouse is to be built of granite, sandstone and press brick, be fire proof and cost about \$90,000. After May 15 plans can be seen at Paris, Austin, St. Louis, Memphis, Little Rock and Dallas; J. C. Hunt, county judge.

Petersburg, Va.—Hospital.—A \$6000 addition will be built to the State Central Hospital; Randolph Barksdale, superintendent.

Petersburg, Va.—The Y. M. C. A. will expend \$30,000 in completing its new hall.

Richmond, Va.—Dwellings, etc.—M. J. Dimmock has prepared plans for a residence for G. R. Cannon, to have galvanized-iron and copper cornice, furnace, etc.; cost \$10,000. Wm. C. West has prepared plans for three residences for J. D. Carneal, each to have iron beams and guards, electric bells, furnace, etc.; cost \$5000 each. C. H. Read, Jr., has prepared plans for an office and residence for Dr. Taylor, to have galvanized iron and copper cornice, steam or furnace heating; cost \$10,000; Stowe & Nuckols are the contractors. Albert F. Hunt has prepared plans for residence for Frank J. Duke; cost \$5000.

Richmond, Va.—Engine-house.—W. R. Highman has prepared plans for a central engine-house for the board of fire commissioners, to be 75x90 feet in size, three stories, have iron beams, furnace or steam heating, plumbing. Newton E. Ancarrow has the contract.

Richmond, Va.—Hall Building.—The Masonic lodge will build a new hall, to be 30x75 feet in size, three stories, built of brick, have architectural iron work, iron beams, mineral wool, plumbing, washstands; cost \$5500. Address S. M. Williams.

Richmond, Va.—M. J. Dimmock has prepared plans for hall for R. E. Lee Camp of Confederate Veterans to cost \$7000. T. Wiley Davis has the contract.

Richmond, Va.—Museum.—E. E. Baskewill has prepared plans for alterations to the Jeff. Davis Museum, to be three stories, have fire-proof plastering and iron beams; cost \$5000; Mrs. E. D. Hotchkiss, Franklin street, chairman of building committee.

River Junction, Fla.—Hotel.—H. Beach will build a hotel.

St. Louis, Mo.—Depot, etc.—Building permits have been granted to the Lindell Railway for a station to cost \$3500; to B. & E. M. Lynds for seven stores and flats to cost \$10,000, and to C. S. Hills for a dwelling to cost \$18,000.

St. Louis, Mo.—Warehouse.—C. G. Stifel will build a five-story warehouse to cost \$80,000.

St. Louis, Mo.—School, etc.—The school board has taken permit to erect a school building three stories high to cost \$33,000. W. P. Davis will erect two two-story dwellings to cost \$5000 each.

St. Louis, Mo.—Dwellings.—Permits to build have been issued to C. M. Walsh for two-story dwelling to cost \$8000; F. C. Case for two-and-a-half-story dwelling to cost \$12,500; A. J. Quinlan for three flats to \$6000; John Leischman for four adjoining stores to cost \$9000.

St. Louis, Mo.—Dwellings, etc.—Permits to build have been issued to T. C. Bonsack for a two-story dwelling to cost \$9000, and to J. J. Taussig for a two-story dwelling to cost \$10,000. Charles Hills has begun excavations for three detached dwellings to be located on a lot 125x213 feet; Grabel & Weber are the architects, and the buildings will cost \$25,000, and will be pushed to a rapid completion. C. R. H. Davis has broken ground for three new dwelling-houses to cost \$25,000. R. M. Higgins has broken ground for three new houses to cost \$30,000. The Leon L. Hull Real Estate Co. has let the contract for two new stores to cost \$12,000. Sheehan Bros. will erect a modern 5 x story, slow combustion, brick, iron and stone commercial building; the structure will occupy 50x137 feet, will be six stories high, contain furnaces, elevators, etc., and will cost about \$100,000; Geo. B. Reid is the architect, and the new structure will be completed within ninety days.

St. Louis, Mo.—Dwellings.—William Hannigan has permit to build two adjoining flats to cost \$6000; M. Johannes, to erect a store and dwelling to cost \$7400, and Washington West, to build a dwelling to cost \$12,000.

Tampa, Fla.—The Acme Brewing Co., of Macon, Ga., F. E. Block interested, will erect a \$20,000 building, three stories high, marble front and trimmings.

Tampa, Fla.—Cigar Factory.—Gracia & Co. will build a three story factory building and manufacture cigars, employing 300 hands.

Texas—Light Station.—Proposals will be received until May 1 for furnishing the materials and labor of all kinds necessary for the construction, erection and delivery of the buildings for the Brazos river light station, Texas. Plans, specifications, forms of proposal and other information may be obtained on application to James B. Quinn, major, U. S. A., lighthouse engineers, New Orleans, La.

Thurmont, Md.—School.—A school building is contemplated. Address the county commissioners at Frederick.

Towson, Md.—Jail.—Steel cells are contemplated for the county jail. Address the county commissioners.

Washington, D. C.—F. D. Foster has permit to erect a \$11,000 three story building.

Washington, D. C.—Dwellings.—Building permits have been issued to John S. Garrison for a two-story brick building to cost \$2500; S. D. Owens, two two-story frame dwellings, \$3000; John Mitchell, Jr., two story brick dwelling, \$4000; Mrs. L. S. Cromwell, three-story and basement brick dwelling, \$12,500; George Scharr, three-story brick building, \$5000.

Washington, D. C.—Dwellings.—Building permits have been issued to N. T. Haller for seven dwellings to cost \$37,500; Thos. J. King, ten dwellings, \$18,000; William Vost & Bro., three brick dwellings, \$9000, and A. H. Lowery, improvement of store, \$6000.

Washington, D. C.—Proposals will be received until May 21 for building three additional stories to United States Bureau of Engraving and Printing. Address Wm. Martin Alken, supervising architect. (See adv. in MANUFACTURERS' RECORD.)

RAILROAD CONSTRUCTION.

Railroads.

Atlanta, Ga.—The project of building the Augusta & Chattanooga line has been revived by E. H. Richards and Clement A. Evans, of Atlanta, who, it is stated, are forming a company for this purpose.

Charleston, S. C.—The Walterboro & Western Company, which contemplates constructing a road from Charleston to Denmark, S. C., has formed a permanent company and secured the private railroad of Stokes & Raysor to form a part of the line.

Denison, Texas.—President H. A. Christy, of the Hutchinson Southern, states that work is about to begin on its extension from Cameron to Denison. The line is eighty-two miles long, extending from Hutchinson, Kans., to Cameron. H. T. Jackson is chief engineer.

Fernandina, Fla.—The board of directors of the Fernandina Western has authorized Prest. W. R. Kelly to have surveys made for the line which is proposed from Fernandina to Valdosta or Jasper, Ga.

Fort Valley, Ga.—The South Brunswick, Atlanta & Northwestern is a line projected from Fort Valley to Waynesville, Ga. The distance is about 180 miles. E. P. Kennard, of New York, is reported to be interested.

Fredericksburg, Va.—The Virginia, Fredericksburg & Western Company announces to the city council that \$1,000,000 of its proposed \$5,000,000 capital has been taken, and that a preliminary contract has been made to build the line with the Interstate Railroad & Telegraph Co., of New York. The city council has appointed a committee to look into the project.

Harrisonburg, Va.—E. Purcell, Jr., & Co. write the MANUFACTURERS' RECORD that several cylinder bridges, also culverts, masonry and trestle-work will be needed on the forty miles of Chesapeake & Western line, for which they have the contract. Work is to begin as soon as right of way is secured.

Houston, Texas.—Vice-President Hammett, of the Galveston, La Porte & Houston, announces that he has purchased all the rails and ties necessary to complete the road to Galveston.

Gadsden, Ala.—The Chattanooga Southern, it is stated, will construct a branch from Blue Pond to Center, Cherokee county. J. W. Burke, at Chattanooga, may be addressed.

Galveston, Texas.—Eugene Sweeney and others are endeavoring to obtain a franchise to build a railroad bridge across Galveston bay in connection with a railroad to enter the city.

Galveston, Texas.—President T. Waldo, of the Galveston, La Porte & Houston, has asked the city council for a franchise to construct terminals in the city and a bridge over Galveston bay.

Hearne, Texas.—H. Davis, a banker of Hearne, is organizing a company to build a railroad from Paris, Texas, to Galveston and Velasco by way of Hearne. S. Massey, of San Antonio, is one of the company.

Jonesboro, Ark.—A. C. Broadway and N. F. Lamb are among the incorporators of the Jonesboro & Eastern Company, which proposes to build a road from Jonesboro to the St. Francis river. A bridge will also be built. The road will be eighteen miles long.

Knoxville, Tenn.—The project of A. E. Boone and others to build a belt line around Knoxville has resulted in Mr. Boone, L. D. Dillon, Cyril Hawkins and others asking for a charter to construct the road.

Manvel, Texas.—L. T. Eads has been promised the aid of the town in building a road from Houston through Manvel to Angleton, Texas.

Marksville, La.—Vice-President Hilands, of the St. Louis, Avoyelles & Southwestern, writes the

MANUFACTURERS' RECORD that the roadbed, bridges and culvert are completed for twenty-eight miles and ready for rails. Rolling stock and thirty-six miles of 56 pound rails are wanted. Mr. Hilands' address is Wade Building, Cleveland, Ohio.*

Marshall, Texas.—It is stated that a company has been formed which has purchased the uncompleted grade of the Marshall and Sabine Pass road and will build a line to connect the Houston, East & West Texas and the Sherman, Shreveport & Southern section of the Missouri, Kansas & Texas.

Shreveport, La.—Engineer Bruce and assistants are making surveys near Shreveport for the proposed extension of the Kansas City, Pittsburg & Gulf to that city.

St. Genevieve, Mo.—The Chester, Farmington & Western Company has been incorporated with \$500,000 capital to build a road fifty miles long in St. Genevieve, Washington and St. Francis counties. Its terminals will be St. Genevieve and the Mississippi river. A. H. Hester and P. J. Cooper are among the incorporators.

Tallahassee, Fla.—It is rumored that President Clark, of the Carrabelle, Tallahassee & Georgia, intends extending it to some point in South Georgia to give the road a connection with the North. [Mr. Clark is the noted thread manufacturer and represents a wealthy syndicate.—Ed.]

Tampa, Fla.—The Consumers Company has agreed to build a railroad line from the city to Palmetto Beach, on Tampa bay.

Watauga, Tenn.—A corps of engineers is surveying a proposed railroad line from Watauga to the timber tracts in Unicoi county, which, it is stated, will be placed on the market by a syndicate which has secured them.

Electric Railways.

Atlanta, Ga.—R. D. Fisher, Aaron Haas and others desire a franchise to build an electric line on Butler street, Forest avenue and connecting streets.

Chattanooga, Tenn.—Frest. D. M. Steward, of the company which proposes to build an electric line from Rossville to the Chickamauga Park, is now negotiating with contractors to build the road.

Columbus, Ga.—Grigsby E. Thomas, Jr., and others are interested in a plan to change the Columbus & Rome narrow-gauge road to standard gauge and extend it by way of Newnan and Manchester to Atlanta. Power is to be electric, generated by water-falls of adjacent streams.

Jacksonville, Fla.—T. J. Appleyard, of Tallahassee, one of the promoters of the Jacksonville & Tampa Bay Railway Co., writes the MANUFACTURERS' RECORD that offices will soon be opened in Cincinnati, Ohio, as headquarters for the company, and that the road will be completed within two years. He claims that the necessary capital has all been promised. The company proposes an electric line between the points named.

Mississippi City, Miss.—The company promoting the proposed electric road from Pass Christian to Biloxi, Miss., has been organized as the Pass Christian, Mississippi City, Hindsboro & Biloxi Electric Railway Co. L. B. Moseley is president, and L. Dinkins, vice-president.

Norfolk, Va.—W. A. Young, H. L. Page and H. L. Smith are interested in having the Norfolk & Ocean View electric road extended to Willoughby Sp., opposite Old Point Comfort.

Norfolk, Va.—The Portsmouth Street Railway Co., represented by T. G. Siegfried and Engineer Davis, will ask a franchise to extend its line in the city.

Pikesville, Md.—It is expected to complete the Pikesville, Reisterstown & E. No. 9 Grove electric line by May 1, and open it for business. W. D. MacQueen is engineer.

Washington, D. C.—The Washington, Alexandria & Mount Vernon Electric Railway Co. has asked permission to complete its line into Washington. The road is now in operation from Mount Vernon to North Alexandria. Ex-Mayor Strauss, of Alexandria, is interested.

A sure and effectual establishment of the value of an article in the manner in which it is received by practical men familiar with the conditions and requirements of its use. Many architects who are looking for superior workmanship in metal ceilings are specifying the patent interlocking dust-proof ceilings made by S. Keighley & Co., of Pittsburg, Pa. This preference is flattering endorsement of the company's product.

LARGELY-INCREASED facilities gives the Gilbert & Bennett Manufacturing Co., Georgetown, Conn., decided advantages in promptly handling orders for its specialties, which include poultry netting, window screen wire cloth, pearl wire cloth, "G. & B." web wire fencing and galvanized wire cloth. The additional equipment put in includes new rollers of 250 horse-power capacity and a 150 horse-power engine. The company now has six engines at Georgetown, besides an extensive water power. A new two-story building about 150 feet long and forty feet wide has also been erected. The offices of the company are at 44 Cliff street, New York city, and 148 Lake street, Chicago, Ill.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Auger.—Rounds & Hagler, Augusta, Ga., want an auger to bore hole one and one-quarter inches through a wooden column eighteen feet long.

Bathtubs, etc.—Wanted, prices on outfit for bathhouse, including tubs, etc. Address Box 118, Kaufman, Texas.

Boiler and Engine.—Maurice Kaufman, 407 (new) Camp street, New Orleans, La., wants bids on 100 horse power boiler and eighty horse-power engine. (See "electric light plant.")

Boiler and Engine.—See "rice mill."

Boiler and Engine.—The Randolph Manufacturing Co., Franklinville, N. C., will want boiler and engine.

Broom Machinery.—Carson & Stone, Greenville, S. C., want steam machinery for broom-manufacturing.

Building Material.—The Randolph Manufacturing Co., Franklinville, N. C., will want building material, including lime, cement, roofing, etc.

Cannery.—H. A. Stewart, Munford, Ala., wants information regarding cannery and estimates on cost.

Compress Supplies.—Geo. H. McFadden & Bro.'s Agency, Waxahachie, Texas, wants to correspond with dealers who handle compress supplies, such as trucks, scales, hooks, etc.

Corn Mill.—J. M. Stewart, Bronson, Fla., wants prices on grist mill for grinding corn (with and without bolting cloth).

Cotton-mill Machinery.—The Randolph Manufacturing Co., Franklinville, N. C., will want cloth press, stamping machine, etc.

Dynamo.—See "phosphate works."

Electric-light Plant.—Maurice Kaufman, 407 (new) Camp street, New Orleans, La., wants bids on electric light machinery for 500 lights of sixteen candle power each.

Elevator.—The Randolph Manufacturing Co., Franklinville, N. C., will want elevator for factory building.

Engine.—Wm. Klein, 1642 Light street, Baltimore, Md., wants a cheap half or whole horse-power oil engine.

Filter.—The Augusta Factory, Augusta, Ga., wants a filter of 1000 to 3000 gallons capacity.

Fire-proof Vault.—The commissioners' court will meet at Sherman, Texas, on May 6 to consider bids for the building of a two story fire-proof vault to be built in the county courthouse; J. H. Wood, county judge.

Gas Works.—The Kentucky Heating Co., Louisville, Ky., will buy blowers for blast, gas exhauster and general iron work for gas works.

General Machinery.—Geo. H. McFadden & Bro.'s Agency, Waxahachie, Texas, wants to correspond with dealers in hand bailing presses, pumps, fire-hose, piping and general machinery.

Iron Work.—Proposals will be received by E. P. Munson, at N. poleonville, La., till May 11 for the construction of about 1030 feet of iron fence; iron posts to be ten feet apart, with four one-inch pipe for rails screwed in post; top rail four feet from ground; three twin gates and one double gate.

Machine Tools.—Brenham Agricultural Implement Co., Brenham, Texas, wants to buy one planer, one shaper, one drill press and one lathe.

Mining Machinery.—The Sheffield Coal, Iron & Steel Co., Sheffield, Ala., will need coal-mining machinery in the near future.

Oil Cups.—The Geo. Campbell Co., Charlestown, W. Va., wants pressure cups for compound to lubricate line shafting.

Oil Mill.—The Luling Oil & Cotton Co., Luling, Texas, wants estimates on cost of 20-ton cottonseed oil mill without boiler and storage tanks.

Phosphate Works.—The Southern Phosphate Works, Macon, Ga., will buy outfit for phosphate plant, including pulleys, shafting, mixers, belting, electric dynamo, etc.

Photograph Apparatus.—J. E. Minter, care H. Stevens's Sons Co., Macon, Ga., wants prices on kodak and other photograph outfits.

Railroad Equipments.—The St. Louis, Avoyelles & Southwestern Railroad Co. is in the market for thirty-six miles of new or second-hand 56-pound steel rails and fastenings; also two 35-ton locomotives, three passenger coaches,

two combination cars, twelve box cars and twelve flat cars. Address W. J. Hilands, vice-president, Wade Building, Cleveland, Ohio.

Railway Equipment.—The Hatton-Taylor Mill Co., Chipley, Fla., wants second-hand locomotive and correspondence with second hand equipment dealers.

Rice Mill.—The Savannah Steam Rice Milling Co., Savannah, Ga., will want machinery for rice mill, including shafting, belting, conveyors, pulleys, boiler and engine, etc.

Roofing.—The Geo. Campbell Co., Charlestown, W. Va., wants roofing for boiler-house which will not be corroded by escaping steam.

Roofing.—The Savannah Steam Rice Milling Co., Savannah, Ga., will want corrugated iron roofing.

Roofing.—Courthouse roof 100x60 feet, roofed originally with tin, and afterward reroofed in part with felt, needs reroofing. Sealed proposals to reroof will be received until May 13. Bids must state disposition of old roof, guarantee roof, specify first-class material of the kind to be used, state time necessary for completion, and may propose any kind of roofing. For further particulars apply to county clerk, Fort Stockton, Texas; O. W. Williams, county judge.

Saw mill Machinery.—The Pineville Lumber Co., Atlanta, Ga., wants saw-mill machinery, including steam feed.

Scales.—The Timmonsville Tobacco Warehouse Co., Timmonsville, S. C., wants warehouse scales.

Sprinkler Systems.—The Roberdell Manufacturing Co., Rockingham, N. C., wants information regarding automatic sprinkler systems (dry system).

Telephone Equipment.—H. E. Matthews, Huntington W. Va. will want to contract for telephone equipment.

Telephone Equipment.—Telephone exchange supplies will be wanted at Chattanooga, Tenn. Address F. I. Stone & Co.

Telephone Equipment.—The Clinton Telephone Co., Clinton, Tenn., wants equipment for telephone system.

Telephone Equipment.—The Laurens Telephone Co., Laurens, S. C., wants complete telephone exchange, etc.

Telephone Wire.—The Monroe Telephone Co., Monroe, La., wants 200 miles of telephone wire.

Trucks.—The Timmonsville Tobacco Warehouse Co., Timmonsville, S. C., wants tobacco trucks.

Water-wheel.—The Randolph Manufacturing Co., Franklinville, N. C., will want two water-wheels.

Water Works.—A committee has been appointed at Waynesboro, Va., to investigate cost of water works. Address W. J. Loth.

Water Works.—The Lancaster Water, Light & Ice Co., Lancaster, Texas, will want complete outfit for water works, including standpipe, water mains, connections, etc.

Water-works Equipment.—Morton & Tittle, Morgan, Texas, want 3000 feet of three-inch pipe, 3000 feet one and one-half inch pipe, 3000 feet half-inch pipe and fittings for water works.

Well-drilling.—Sealed proposals will be received by the Italy Water Co., Italy, Texas, until May 1 for the sinking of an artesian well. For specifications and particulars address Leon Levy, secretary.

Well-drilling.—Wanted, bids for cost of sinking artesian well. Address E. O. Stanard Milling Co., Dallas, Texas.

Wire Cable.—The Monroe Telephone Co., Limited, Monroe, La., wants 1000 feet of 30-wire cable for river.

Wire-rope Machinery.—Wanted, wire-rope machinery. Address Box 473, Pittsburg, Pa.

Woodworking Machinery.—Boring & Wilson, Johnson City, Tenn., want machinery for making broom handles and curtain poles.

Jno. T. Bradford, of Tallahassee, Fla., wants to correspond with moss dealers.

The Ringgold Novelty & Manufacturing Co., of Ringgold, Ga., wants quotations on labels, cartons for 12-ounce packages, printed card 6x9 inches and boxes for same; also for two-ounce tin boxes, round, with perforated tops and lids, printed on four-ounce, two-ounce and twelve-ounce bottles, round and paneled; also on paper boxes to hold one dozen two-ounce tins, with cover folding back and printing in colors.

The Seeman Manufacturing Co., of Savannah, Ga., wants to buy tin boxes for packing blacking.

Prices on Paints Wanted.—James Stewart & Co., Commercial Building, St. Louis, Mo., want prices (not lump prices) on ten pounds Prussian blue, twenty five pounds chrome green, twenty five pounds drop black, 100 pounds yellow ochre, 100 pounds venetian red, fifty pounds red mineral color, 10,35 pounds white lead, all in oil; also fifty pounds red mineral color, dry, forty two pounds Japan, twenty-six pounds benzine, 160 pounds turpentine and 300 pounds varnish. Quote prices f. o. b. cars at Pelzer, S. C.

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Mr. Wm. Minnigerode, the well known dealer in railway and mine supplies, has removed his business from Philadelphia to Baltimore, Md., where he will have an office in the Manufacturers' Record Building. A continuance of orders is solicited.	
AN advertisement in this issue offers for lease a complete new cannery of 10,000 cans daily capacity. The plant is located at Brewton, Ala., where a large supply of vegetables and fine fruits is obtainable in season, and a good opportunity for investment is offered. The Brewton Canning Co. owns the plant.	
AN energetic man with small capital can acquire, by purchase or lease, good planing and woodworking business in a growing Virginia town of 4000 inhabitants. The plant is well equipped with conveniences, has railroad sidetrack and other facilities, and is being offered by Mr. Geo. K. Anderson, of Clifton Forge. (See ad.)	
THE Chattanooga Steel Roofing Co., Chattanooga, Tenn., is building an addition to its factory in order to increase capacity to equal the demand of its trade. Besides manufacturing a full line of steel roofing and siding and galvanized-iron work, this concern will carry a large stock of galvanized iron and tinplate. Those interested in this line of goods should secure a copy of this company's 1895 catalogue, which is just coming out of press.	

JOHN L. WILLIAMS & SONS,
BANKERS,

Dealers in RICHMOND, VA.
Southern Investment Securities,
MUNICIPAL BONDS A SPECIALTY.
Correspondence invited.

W. E. FOWLER,

Banker, Broker, Real Estate,
SPARTANBURG, S. C.

WATER POWERS A SPECIALTY. Cotton
Mill Stocks, Investments, Collections. Four
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Members Baltimore Stock Exchange.

WM. E. OLIVER.

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Stocks and Bonds Bought and Sold on Commission. Special attention given to Municipal and other
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CLAPP & COMPANY, BANKERS AND BROKERS,

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STOCKS, COTTON, GRAIN.
Bank Stocks and Municipal Bonds Bought and Sold. Receive Deposits. Allow Interest.
PRIVATE TELEGRAPH WIRES. LONG DISTANCE TELEPHONE.

Maryland Trust Co.

Corner South and German Sts.

BALTIMORE.

CAPITAL, - \$1,000,000.

A LEGAL DEPOSITORY FOR COURT
AND TRUST FUNDS.

Acts as Financial Agent for States, Cities,
Towns, Railroads and other Corporations.
Transacts a general trust business. Lends
money on approved security. Allows interest
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Stocks and Bonds, and for the payment of
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PROPOSALS.

U. S. ENGINEER OFFICE, Wilmington, N. C.
April 13, 1895.—Sealed proposals will
be received until 12 o'clock, noon, May 14, 1895
for furnishing and delivering 1000 to 1100 tons of
coal. All information furnished on application.
W. S. STANTON, Maj., Engrs.

TREASURY DEPARTMENT, Office of the
Supervising Architect, Washington, D. C.,
April 19, 1895.—Sealed Proposals will be received
at this office until 2 o'clock P. M. on the 21st day
of May, 1895, and opened immediately thereafter,
for all the labor and materials required to build
three (3) additional stories over the old boiler
house portion of the U. S. Bureau of Engraving
and Printing at Washington, D. C., including
changes in present building, in accordance with
drawings and specification, copies of which may
be had on application at this office. Each bid
must be accompanied by a certified check in
amount not less than 2 per cent. of the amount of
proposal. The Department reserves the right to
reject any or all bids, or to waive any defect or
informality in any bid. All proposals received
after the time stated for opening will be returned
to the bidders. Proposals must be enclosed in
envelopes, sealed and marked "Proposal for
addition to U. S. Bureau of Engraving and Print-
ing at Washington, D. C.," and addressed to
WM. MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising
Architect, Washington, D. C., April 17,
1895.—Sealed proposals will be received at this
office until 2 o'clock P. M. on the 8th day of May,
1895, and opened immediately thereafter, for all
the labor and materials and fixing in place com-
plete the low-pressure, return-circulation, steam
heating and ventilating apparatus required for
the U. S. Postoffice, & C. building at Worcester,
Mass., in accordance with the drawings and
specification, copies of which may be had at this
office or the office of the Superintendent at Wor-
cester, Mass. Each bid must be accompanied by
a certified check for a sum not less than 2 per
cent. of the amount of the proposal. The right
is reserved to reject any or all bids and to waive
any defect or informality in any bid, should it be
deemed in the interest of the Government to do so.
All proposals received after the time stated for
opening will be returned to the bidders. Proposals
must be enclosed in envelopes, sealed and
marked, "Proposal for the Heating and
Ventilating Apparatus, &c., for the U. S. Post-
office, & C. building at Worcester, Mass.," and
addressed to WM. MARTIN AIKEN, Supervising
Architect.

TREASURY DEPARTMENT, Office Supervising
Architect, Washington, D. C., April
22, 1895.—Sealed proposals will be received at this
office until 2 o'clock P. M. on the 23d day of
May, 1895, and opened immediately thereafter,
for all the labor and materials required for the
erection and completion (except heating appa-
ratus) of the U. S. Postoffice and Custom-House
building at New London, Conn., in accordance
with the drawings and specification, copies of
which may be had at this office or the office of
the Superintendent at New London, Conn. Each
bid must be accompanied by a certified
check for a sum not less than two per cent. of the
amount of the proposal. The right is reserved
to reject a y or all bids and to waive any defect
or informality in any bid, should it be deemed in
the interest of the Government to do so. All
proposals received after the time stated for
opening will be returned to the bidders. Propo-
sals must be enclosed in envelopes, sealed and
marked, "Proposal for the Erection and Comple-
tion (except Heating Apparatus) of the U. S.
Postoffice and Custom-House Building at New
London Conn.," and addressed to W. M. MARTIN
AIKEN, Supervising Architect.

PROPOSAL FOR INDIAN SUPPLIES AND
Transportation.—Department of the Inter-
ior, Office of Indian Affairs, Washington, D. C.,
April 2, 1895.—Sealed proposals, indorsed "Pro-
posals for Beef (bids for beef must be submitted
in separate envelopes), Flour, or Transportation,
etc.," as the case may be, and directed to the
Commissioner of Indian Affairs, corner State and
Twelfth streets, Chicago, Ill., will be received
until 1 o'clock P. M. of Tuesday, April 30, 1895,
for furnishing for the Indian Service, Beef, Flour,
Bacon, and other articles of subsistence; also for
agricultural implements, wagons, harness, hard-
ware, medical supplies, and a long list of miscel-
laneous articles; also bids for the transportation
of such of the articles, goods, and supplies as
may not be contracted for to be delivered at the

agencies. Sealed proposals, indorsed "Proposals
for Coffee, Sugar, Clothing, etc.," as the case may
be, and directed to the Commissioner of Indian
Affairs, Nos. 77 and 79 Wooster street, New York
City, will be received until 1 o'clock P. M., of
Tuesday, May 21, 1895, for furnishing for the
Indian Service, coffee, sugar, tea, rice, beans,
baking powder, soap, groceries, blankets, woolen
and cotton goods, clothing, notions, hats and
caps, boots and shoes, and crockery. Bids must
be made out on Government blanks. Schedules
giving all necessary information for bidders will
be furnished upon application to the Indian
Office in Washington, Nos. 77 and 79 Wooster
street, New York City, or corner State and
Twelfth Streets, Chicago, Ill.; the Commissioners
of Subsistence, U. S. A., at Cheyenne, Leaven-
worth, Omaha, St. Louis, St. Paul, and San Fran-
cisco; the postmasters at Sioux City, Yankton,
Arkansas City, Caldwell, Topeka, Wichita, and
Tucson. Bids will be opened at the hour and
days above stated, and bidders are invited to be
present at the opening. Certified checks.—All
bids must be accompanied by certified checks or
drafts upon some United States Depository, or
solvent national bank, for at least 5 per cent.
of the amount of the proposal.
D. M. BROWNING, Commissioner.

PROPOSALS FOR SUPPLIES FOR THE
POST OFFICE DEPARTMENT AND
POSTAL SERVICE.

POST OFFICE DEPARTMENT.

WASHINGTON, D. C., March 29, 1895.—
SEALED PROPOSALS will be received at
this Department until Thursday, May 9, 1895,
at 2 o'clock P. M., for furnishing wrapping paper,
wrapping paper for facing slips, twine, letter
scales, postmarking and rating stamps, rubber
stamps, canceling ink, pads, paper, rubber goods,
pens, penholders, pencils, inks, mucilage, glass
goods, rulers, folders, articles of steel, rubber
erasers, books, typewriter supplies, and miscel-
laneous stationery, in such quantities of the
different articles respectively, and at such times
and from time to time as they may be ordered,
during the fiscal year beginning July 1, 1895,
and ending June 30, 1896, for the use of any branch of
the departmental or postal service.

Blanks for proposals, with specifications giving
detailed statement of the requirements to be met
in respect to each article, and also the estimated
quantities probably to be required of each, and
giving full instructions as to the manner of
bidding and conditions to be observed by
bidders, will be furnished on application to the
Superintendent of the Division of Post-office
Supplies, Post Office Department, Washington,
D. C.

The Postmaster General reserves the right to
reject any or all bids, to waive technical defects,
and to accept any part of any bid and to reject
the other part.

W. S. BISSELL,
Postmaster General.

PROPOSALS FOR PHOTO-LITHOGRAPHY-
ING. Department of the Interior, General
Land Office, Washington, D. C., April 13, 1895.—
Sealed proposals will be received at this office
until 2 o'clock P. M., Thursday, May 9, 1895, for
photo-lithographing and printing 15,000 copies,
more or less, of the Map of the United States,
and 20,000 copies, more or less, of the Land States
and Territories prepared in the General Land
Office. Specifications as to the character of the
work, size of mass quality of paper, may be
procured at this office, where specimens will be
exhibited to bidders, who must satisfy themselves
as to all requirements. At the same time and
place proposals will also be opened for photo-
lithographing and printing such copies of town-
ship plats and other official plats constituting
part of the official records of the office as shall
be required during the fiscal year ending June
30, 1896. Details and samples of the work to be
done will be exhibited to bidders on application.
A certified check for 5 per cent. of the amount
bid must accompany each proposal. Bonds with
approved sureties for faithful performance of the
work will be required of the contractor. The
right is reserved to waive any defects or reject
any and all bids. Proposals must be made in
duplicate, and addressed to the Commissioner of
the General Land Office, endorsed on the envel-
ope "Proposals for United States Maps," or "Pro-
posals for State and Territorial Maps," as the
case may be. All proposals will be opened at the
time and place above stated, and bidders are
requested to be present at such opening. S. W.
LAMOREUX, Commissioner.

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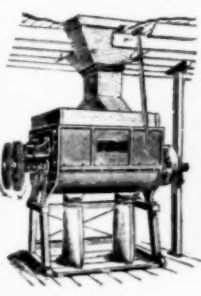
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WANTED. A first-class Office Man to take Half Interest in a thoroughly established business, which will require from \$10,000 to \$15,000. Reference exchanged. Address S. S., care Manufacturers' Record.

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At 5 per cent. per annum.
Approved Security. First
Mortgage on real estate in
the City of Tampa, Fla.

For details write to

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MARBLE MILL and forty acres of Finest Tennessee Marble Land. Located at Loudon, Tenn. This mill is new and has been in active operation up to December 1st, 1894; has latest improved machinery, with river and railroad facilities.

Actual cost of plant in 1890, \$32,000. Mill and forty acres can be purchased at a very low figure. Address H. H. Sutton, AURORA, INDIANA.

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A WELL
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per diem, and sixty acres of land, mostly first-class brick clay, lying just without the limits of a town of 40,000 inhabitants with track connecting with all railroads.

Would sell part interest to right sort of a man who would assist in conducting the business. Apply to

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Box 467, AUGUSTA, GA.

Georgia Gold.

Owing to the death of the main financial supporter, a large property well developed is offered for sale. Parties able to complete the development and equipment as planned can return the cost and a large profit for years. A good offer is made to parties able to take a large part of the development expense. Address

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SALE OF Coal Mines, Mineral and Timber Land, In Kentucky.

PULASKI CIRCUIT COURT

PETER S. RULE, Trustee for Mortgage Bondholders, &c.,
vs.
THE BARREN FORK MINING AND COAL COMPANY and others,

Plaintiffs,
Defendants.

The undersigned, Master Commissioner of the Pulaski Circuit Court, under a judgment and order of sale, entered in the above-styled action, will sell at public auction, at the courthouse door, in Somerset, Pulaski county, Ky., at about the hour of 2 o'clock P. M., on

MONDAY, MAY 20th, 1895

county court day, the coal mines, machinery, railroads, air compressor and other machinery and fixtures known as

Barren Fork Coal Mines,

making a complete outfit for mining coal. Said mines are now in active operation, with an output capacity of 350 tons per day.

Said mining property contains about 8000 acres of mineral and timber lands, the whole tract of which is underlaid with good coal, accessible, which can be worked and mined substantially in one body, on the line of the Queen & Crescent Railroad, about twenty-four miles south of Somerset, in Pulaski county, Ky., and about equal distance from Cincinnati and Chattanooga. This is one of the best equipped mines in Kentucky.

The coal is of a superior quality to any mined in this State. The property will be sold on a credit 6, 12, 18, 24, 30 and 36 months, equal payments. Bond, with good security, will be required for the purchase price in twenty days from sale, and a deposit of \$500 at sale to secure purchase.

ROBERT B. MORROW,
Master Commissioner Pulaski Circuit Court.

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FOR SALE At a Sacrifice.

Location convenient to railroads and steamboats; in healthy, thriving seaport; 10,000 population. Established business, latest and best machinery. Owners have other business requiring attention and will make reasonable terms to right party. Address "OPPORTUNITY," care Manufacturers' Record.

Valuable Timbered Lands For Sale.

20,000 Acres of Valuable Timbered Lands, original forest in Pickens County, South Carolina, adjoining the North Carolina line, on both sides of the Carolina, Cumberland Gap & Chicago Railroad. 13,500 Acres Valuable Timbered Lands in Liberty County, Florida, being a part of the Blood Lands. Valuable Water Power, with Saw Mill, Grist Mill and Cotton Gins, one mile from Pickens Court House, S. C., in good order and near 700 Acres Asbestos Lands and one Mica Mine 3000 pounds of Clouded Mica in its rough state in Pickens County, S. C. Apply to me at Charleston, S. C., April 1, 1895.

J. E. HAGOOD.

Special Commissioner's Sale.

The undersigned will sell at public auction, on the 6th of May, 1895, the Parkersburg Engine and Foundry Works, at Parkersburg, Wood Co., W. Va., the following machinery:

One 30x28 Muller Engine Lathe, complete.
One 18x8 Muller Engine Lathe, complete.
One Acme Bolt Cutter, 1/2 to 1 1/2, complete.
One 30x30x6 Gray Planer.
One 15 Kelley Shaper.
One 800-lb. Steam Hammer.
One 40-in. Aurora Drill, automatic stop.
Fans, Cupolas, &c.

This machinery is as good as new, purchased in 1893. Brick building, lot 116x85. Foundry complete.

Terms of sale can be learned from the undersigned, or on the day of sale.

J. W. VANDERVORT,
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Special Commissioners

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**Birmingham
Real
Estate.**

*The Elyton Company will offer
for sale to the highest bidder,
at O'Brien's Opera House,
Birmingham, Ala., on
Wednesday, May 1st, 1895,
FIVE HUNDRED LOTS
in the City of Birmingham.*

One hundred lots will be sold absolutely and without reserve, and if prices justify it the sale will be continued until the remaining four hundred lots are sold. Every lot offered, on which any bid is made will be sold, and it is expected that the prices obtained will be such as to make every purchase a desirable investment for the purchaser. The lots offered for sale include some of the most desirable residence lots in the South Highlands and elsewhere, business lots, railroad fronts suitable for manufacturing enterprises, etc., etc. A full descriptive list will be furnished on application to Dr. H. M. Caldwell, or to the undersigned Secretary, and the lots selected for sale will be pointed out to persons desiring to examine them before the sale. Sale will begin at two o'clock P. M., and will be continued from day to day until completed. Terms, one half cash, one-fourth October 1, 1895, one-fourth January 1, 1896, with interest on deferred payments at six per cent. per annum, the purchaser having the option to pay all cash.

L. P. WORL, Secretary.

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Near railroad, 2600 acres Long Leaf Pine, 60-H. P. Mill, nearly new, one 13 to Shay Engine, 4 Log Cars, one large Timber Planer, Belting, Log Wagons, etc., ready for operations. Buy now, when you can buy cheap.

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The managers of the Brewton Canning Co., of Brewton, Ala., offer to lease their plant at a nominal price for one to three years. Everything new and in first-class condition. Reason, want of sufficient working capital. Capacity of the plant, ten thousand cans per day of ten hours. An artesian well supplies an abundance of pure water. There will be a good supply of vegetables and an abundant crop of sweet potatoes, pears, peaches and other fruit. A bargain will be given the right party. For particulars address

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Located at SCOTTSVILLE, ALA. (Bibb Co.), forty-five miles from Birmingham, contains 1480 acres of mineral (coal) and timber land, partly improved, and a splendid water-power. A cotton and woolen factory was operated at great profit here until 1865, when destroyed by the Federal troops. There are mills, houses, cottages, etc., now on the place. Address W. WEBB, Superintendent Folding Room, House of Representatives, Washington, D. C.

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They are UNIQUE PRACTICAL, STRONG, CHEAP and just the thing to use when building ELECTRIC and STEAM RAILROADS. They fill a long-felt want in RAILROAD CONSTRUCTION. This invention is also admirably adapted for HIGHWAY and COUNTRY ROAD BRIDGES. Send for descriptive circular. W. A. NICHOLS, Girard Building, Philadelphia, Pa.

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6 Gas Engines, from 1 to 10 H. P.
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72 in. x 34 ft. Sellers Planer, three heads.
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Large boiler makers' Punch, with spacing table.
Bevel Shears and Clamps, 6 ft. Power Rolls.
30-ton Iron Jib Crane, Angle Iron Bender.
Radial Drills 36 in. to 54 in.
Large stock of Machine Tools.
Automatic Engines, Boilers, Hoisting Engine, Steam Pumps, Woodworking Machinery. Let me know your wants; stock is constantly changing.
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Ten-ton, steam cylinder 12 in., ammonia 9 1/2 in. dia., stroke 16 in.; also ammonia condenser. Just the thing for small town. A bargain to prompt cash buyer. Space wanted for other purposes. Also 13x13 in. Armstrong-Sims Engine, good as new; 10x14 in. McSwegan Slide Valve, splendid. New and second-hand Dynamos, Engines and Boilers. Electric Railway, Lighting and Power Plants built on percentage. Say what you want.

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Fifteen 30-inch Empire Looms, must be in good order. FOR SALE—two "Whitchell" Dressing Frames, in good order. Address

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First-class Second-hand Engine Lathes, Planers, Drill Presses, Shapers, Milling Machines, etc. Address

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